CYCLE NEWS®

Nov. 26/Dec. 10, 1986

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Chuck Miller

Baja 1000

Miller/Ogilvie win in Mexico

1987 Honda street bikes

Wild Boar Nat'l Champ Enduro

Road Atlanta Grand Nat'l Sprints

AMA Pro Awards Banquet

America's motorcycle newspaper

In the WIND

BY PAPA WEALEY

Bruce Ogilvie, co-winner of the Baja 1000, announced his retirement following the race. "I've been second overall four times and I've won my class, but this tops it. I could have run Class 30 (for riders over 30), but winning Class 30 means nothing to me. Winning overall means everything. I'm going to hang 'em up now. I'll run Barstow-to-Vegas because I have an entry in." In addition to his success in the Baja 1000, the Riverside, California rider has earned one gold and two silver medals in ISDE competition.

Castrol Oil has announced point fund sponsorship of the 1987 250 Grand Prix Road Race Series. The Castrol Grand Prix Championship will pay $40,000 in total award money, to be divided among the top 15 riders. First place in the series will be worth $10,000. Walter von Schonfeld of Castrol also announced that the company would be posting championship awards in Superbike ($2000), Pro Twins ($1000) and dirt track ($4000) through the AMA contingency program.

A new award was presented for the first time at the November 7 AMA Pro Awards Banquet on the Queen Mary in Long Beach, California. Dr. David Kieffer was recognized as Professional Sportsman of the Year for his many contributions to the AMA and his fellow road racers. In presenting the award, AMA president Ed Youngblood mentioned that Kieffer, who races in Pro Twins (formerly Battle of The Twins), has given the AMA orders to black flag him during a race if his medical services are needed to aid another rider.

Californian Aaron Hill was named Camel Pro Series Rookie of the Year at the AMA banquet.

Regarding an item that ran in this section last week, Yamaha Razz scooters will be awarded to Olympiad winners in 10 classes of the Florida Mini Olympics competition, not in Winter Nationals competition. The Mini Olympics and Winter Nationals will be held at Gainesville, Florida's Gatorback Park over the Thanksgiving Day weekend.

PURCHASED: Trail Rider (formerly New England Trail Rider) magazine by Paul Clipper, former Dirt Bike magazine editor and KTM employee, from John Menze and Gail Pells.

Over 600 motocrossers turned out for the Kyle Fleming Memorial MX in Blythe, California, on November 16. Willie Surratt (Hon) won the 125cc Pro class, with the 250cc Pro class win going to Tom Watts (Kaw) and the Open Pro win to Frank Brundage (Kaw).

While you're reading this, the companion volume to American Racer, 1900-1940 is rolling off the press. American Racer, 1940-1980 by Stephen Wright covers Class C competition including mile, half mile, TT and road race events, plus dry lake record attempts, drag racing, enduros and speedway racing with the emphasis on Class C racing. The "coffee table" book features 375 large photos with detailed captions. A limited edition of the book is being produced. Bound in leather and embossed in gold, the special volume is individually signed by every rider who has won the Grand National Championship title since its inception in 1954. A brochure containing ordering information is available from Megden Publishing Co., P.O. Box 217, Huntington Beach, CA 92648.

"I had the whole Baja experience," said eight-time National Enduro Champion Dick Burleson after the Baja 1000. "After my teammate Casey Folks had put in a real good ride, I took over our bike (Husqvarna 510 four-stroke) and got about 100 miles in. But then the head gasket started leaking and after several lengthy stops to work on it, it quit 12 miles from anything. I remembered passing a burned-out VW bus and I ended up spending the night sleeping in it. Despite all that, I'm hooked on Baja — Malcolm Smith and I spent some time together pre-running the course — and I'll have to work out running it next year." Burleson added, "I really liked riding at night. During the day I was hitting dust covered rocks and my front wheel was going two or three-feet up in the air. That made me keep a death grip on the bars. But at night the lights would point out the rocks and they were like landmarks on a map."

DAMAGED: The Bell Helmets facility in Rantoul, Illinois, by fire over the November 15-16 weekend; fire was contained in the office area and did not damage manufacturing areas.

CORRECTION: Contrary to what the CRC ad in last week's paper said, there will *not* be an Old Timers Association event at the November 23 CRC Wild Turkey GP at Los Angeles Raceway near Palmdale, California. However, there will still be a race for CRC Vets and Old Timers.

Larry Huffman and his Motorcycle World film crew were at Road Atlanta for the finals of the Suzuki GSXR750 and 1100 Cup Series. Using eight cameras including one mounted in a Bell Jet Ranger helicopter, the crew obained what Huffman says is "the greatest footage of the best road racing I've ever seen." Suzuki plans on putting together a special dealer videotape of the '86 series. According to Huffman, Suzuki executives Hank Ota and Mark Blackwell were so impressed with the Road Atlanta footage that they are firming up plans to produce a one-hour special in hopes of having it shown on cable TV.

Dave Sadowski, who finished third in the October 9 Suzuki GSXR1100 race at the Grand Nationals in Road Atlanta, Georgia, was disqualified for illegal cylinder head modifications. According to WERA's Buzz Pritz, Sadowski's Suzuki had .0008 milled from its head. The disqualification will give Ron Ewerth third place, Dan Chivington fourth and Joe Pittman fifth.

Barstow-to-Vegas race officials have asked us to relay the following information regarding the November 29 event: You can't sell or transfer your entry. Identification will be required at sign-up and the rider of record will be the only one allowed to start the race. Anyone who rides without the special B-to-V number on their bike will jeopardize future races.

Assemblyman Richard E. Floyd (D-Gardena) will introduce a proposed mandatory helmet law in California when the legislature reconvenes in December, according to a report in the November 17 edition of the Orange County, Register. The Register report outlined the lobbying efforts of two California mothers — Mary Price of Rio Linda and Janice Baerg of El Toro — who lost sons to head injuries suffered in separate motorcycle accidents. The mothers have joined forces with safety groups, trauma surgeons and crash suvivors to lobby for the state's first mandatory helmet law. The AMA attacked the proposed legislation, arguing that it is up to each individual to decide for himself whether or not he should wear a helmet. Proponents claim a helmet law should be approved for the "common good" because society often must pay the cost of medical bills, insurance claims and life-long subsidies to helmetless motorcyclists injured in accidents. Interested motorcyclists may write to Assemblyman Floyd at 16921 South Western Ave., Suite 220, Gardena, CA 90247.

HIRED: Mike Larson, 22, as assistant editor of *Cycle News;* Larson is a May graduate of Grand View College in Des Moines, Iowa. Larson has relocated to Long Beach, California, from Ankeny, Iowa.

HIRED: Joe Colombero, 28, as editor of *ATV News*, formerly editor of Hi-Torque's Dirt Wheels magazine.

Former World Champion Bernie Schreiber will compete in the El Trial de Espana at Little Rock Reservoir near Palmdale, California, on December 7. •

Guest Editorial

How Cranston won

The results are in. We blew it again. Our most feared and powerful adversary, California Senator Alan Cranston, was reelected — by default. Our default. A mere 1% of the electorate, about 150,000 votes squeaked Cranston into office. That's a mere 6% of the motorcycle/ATV rider population in California. This travesty should have and could have been prevented.

Of my near-30 years as a biker, 20 have been spent working with and for the publishing industry. Its power and influence is unmatched in the motorcycle and ATV sports. Publishers can (and have) make or break companies, products and even people. Collectively they sell in excess of 1,000,000 publications each month with upwards of 8-million readers. I know, without any question, that the publishers could have made the difference.

So why didn't any of the magazines or publishers or editors campaign unseating Cranston? With the state of the industry being in the worst slump in memory, why did the publishers do "nothing"? Alan Cranston is bad, very bad, for business. I could not have written a worst scenario were I still an editor.

There was hope however. Alan Cranston is far from our only enemy, but unquestionably his zealot views are the most far reaching. He was my main target for defeat this election. He's pro-55 mph. He's anti-off-road. He and his cohort Ted Kennedy support abolishing ATVs. His proposed 12,100,000 acre "Wilderness Bill" will close down this immense area to all outdoorsmen forever. Bad News is his middle name.

Starting last February I began a campaign to start a "Cranston awareness" media program. There are editors and publishers I've dealt with for five or 10 or more years who would support this campaign. Get out the vote. And vote the bum out of office.

I knew it would be uphill. After all, no magazine publisher had ever touched politics in this industry. They never felt they had to. But times have changed and too much was on the line to ignore Cranston this time. Our livelihoods and our sport were on the line.

One by one I spoke with virtually every publisher, editor and advertising rep I could about political awareness regarding Cranston. They each and all agreed — Cranston must go. And each week and each month I poured through the magazines — street, dirt, ATV, touring, trade, consumer. I read and waited and talked more and more.

Nothing. Issue after issue, nothing. A few letters from readers in *Cycle News*. But nothing by the media about Cranston, or any other politician for that matter. And nothing about getting motorcycle and ATV riders out to vote. NOTHING! That seemed almost unpatriotic in addition to shirking responsibility.

Soon it was spring. Then summer. But nothing. I talked, begged, pleaded, screamed, yelled. Nothing. Then I started to ask why, why nothing? This was non-partisan politics (Democrat, Republican, etc.). This was an issue about survival of our sport and their business. Here's a smattering of the replies from the magazines.

"Our readers can hardly read and sure don't vote."

"We're too busy for that stuff."

"Bikers don't care."

"We'll think about it."

"Come on?"

"That's a good idea. We'll get to it in the next issue."

"(Ed) Zschau hasn't got a snowball's chance in hell."

"That's interesting, but I've gotta go now."

"We'll pass it along to the editor."

"Let's talk about it next time."

"We've got a meeting. Talk to you later."

"We don't know where to get any information on Cranston."

"Nobody around does that kinda stuff."

"That's not our job."

"Oh, he'll (editor) be on vacation next week."

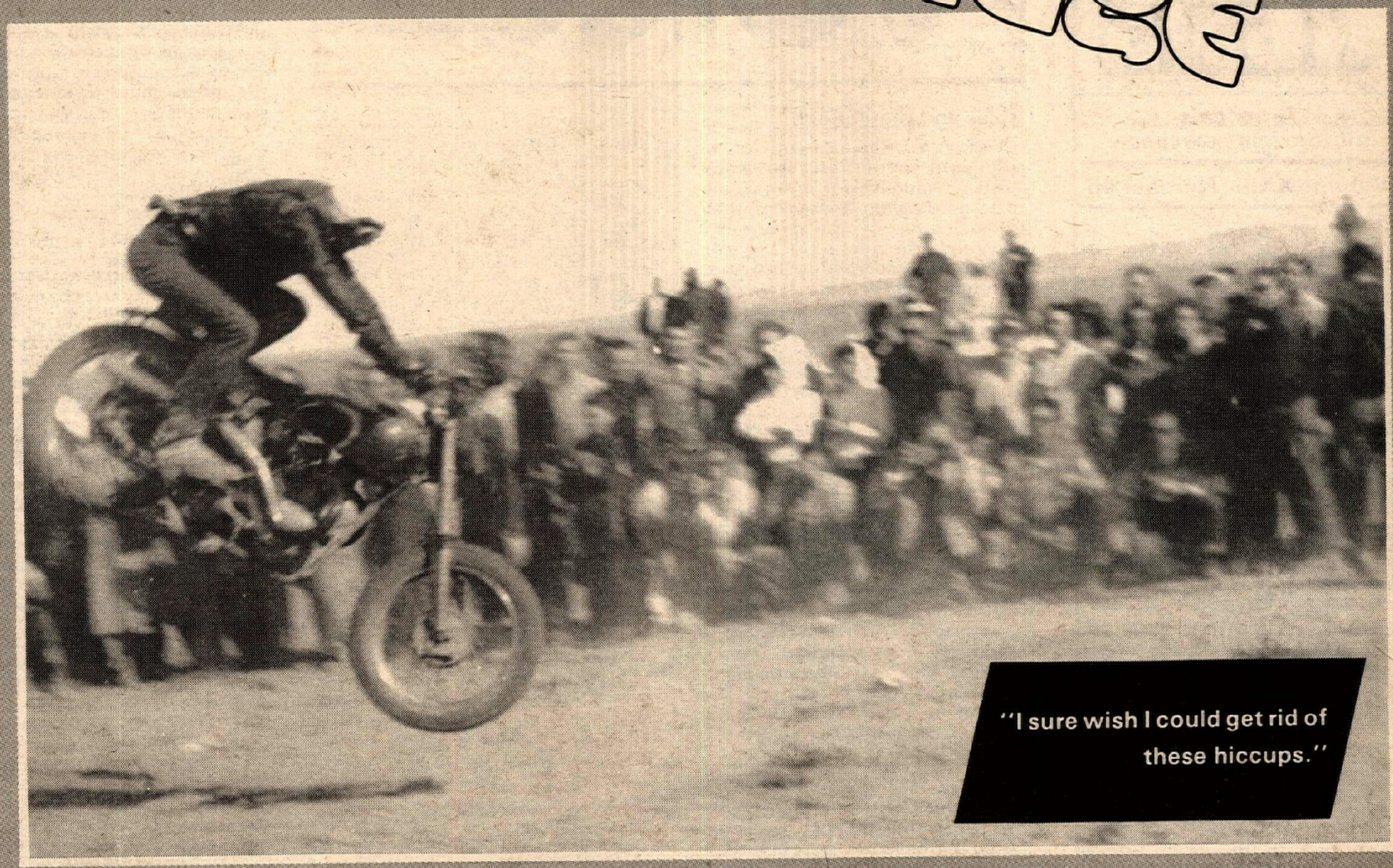
"Oops, got another call. Gotta go."

In the meantime Cranston's supporters were blasting us, and in no pleasant terms. California Magazine called us "troglodytes", cave men. Further they printed a 'death wish' to us in saying we should experience "the untimate . . . thrill . . . a full throttle speedwobble across the highway divider into the onrushing grill of an 18-wheeler." All this is a pro-Cranston cover story.

The Sierra Club, though representing a membership the same as the

(Continued to page 4)

Over the edge



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America's motorcycle newspaper

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ON THE FRONT PAGE: Chuck Miller (shown) teamed with Bruce Ogilvie and took first overall at the Baja 1000 in Mexico. Race coverage begins on page six. Photo by Trackside Photo.

voices

Rules and regulations

How can I obtain a copy of the rules and regulations for AMA, WERA, Grand Prix or any other racing class? It is much more enjoyable to watch a race or read about one if one knows the rules regarding scoring, lapping under yellow, bike specifications, etc. A little knowledge could bring a big gain in spectator interest.

JOHN PETERS
New York, NY

Some sanctioning bodies sell rule books to the general public. The AMA sells three different pro rule books (road race, dirt track and MX) for $1.50 each. AMA Rider Services Dept., P.O. Box 6114, Westerville, OH 43081-6114. The rule book for WERA road race events sells for $5 and can be obtained from WERA, P.O. Box 507, Hardeeville, SC 29927. For information regarding Grand Prix rule books, write to: FIM, 19 ch. William Barbey, CH-1292 Chabesy, Switzerland . . . Editor.

Formula One champ says...

Championships are not won by individuals but by the dedicated efforts of everyone involved. I'd like to take this opportunity to express my admiration for the hard work of all those who helped me in 1986.

Thanks to Jim Allen, Mark Matzinger, Phil Flack and everyone from Dunlop for a super effort. Thanks to Shoei, Bates and Fox for the safety gear. Thanks to Bel-Ray, ND, Tsubaki and Cam II for their contributions to a perfect finishing record. Thanks to Bob MacLean and crew for the great Formula Two rides.

Thanks to Honda for making competitive equipment available to privateers, for maintaining a parts department, and for making all of their resources available to make sure we made it onto the track.

A special thanks to Starfire Racing's Larry Dodge for the support that made our 1986 effort possible.

No amount of thanks can express my feelings for Burt Bigoney, Ron Barrick and Tom Manchester. They pour large portions of their lives into my racing. The on-track result was a perfect finishing record. The off-track efforts are impossible to express.

You are all champions. Congratulations!

RANDY RENFROW
Fredericksburg, VA

ISDE apathy

Back in October I received a questionaire from the ISDE Support Fund Inc. soliciting imput which would help strengthen the U.S. team's chances of winning at Six Days. The same mailing said a meeting would be held to discuss suggestions received. The Support Fund has been a great help to the U.S. effort in the past, so I filled out the questionnaire and planned to attend the meeting. I had to rearrange my schedule but I felt the U.S. ISDE team was worth the effort.

Last week I received a postal card from Joyce France of the Support Fund with the notice that the meeting was canceled! Out of over 150 questionnaires sent to riders and other interested parties, only three responses were received by the Support Fund! Take about apathy!

Unless we get off our butts and work together, we won't have a winning effort. All you people who received letters better think twice before you point any fingers. Lets get it together and win! Fill out that questionnaire and spend 22 cents to help with recommendations for the '87 Qualifier Series and Six Days effort.

If you didn't receive the questionnaire, take a few moments and write some ideas down and send them to: ISDE Support Fund, Inc., Box 126, Fairmount, IL 61841.

VERN PACHOLKE
Eastlake, OH

Team Green in Texas

Just a short letter to pass along word that at least one factory is trying to help further the sport of motocross in the Houston, Texas, area.

Team Green in conjunction with Humble Kawasaki held an open house which provided an opportunity for the entire public to ride the 1987 lineup of Kawasaki dirt and motocross bikes.

Greg Quador was extremely helpful to me at the track, working on my Kawasaki as well as prepping all the equipment before and after the rides.

One hell of a job, Kawasaki! Thanks for caring.

NADINE HOLBERT
Houston, TX

Holbert, a top competitor in the Women's class, and her husband Robby are celebrating the September 7 birth of their daughter, Andrea Nadine . . . Editor.

Guest Editorial

(Continued from page 2)

AMA (140,000) was blasting us on every front. Interviews, vote support, demeaning articles in every imaginable media from Time to the L.A. Times. Cranston was their unqualified champion. Reagan their undenied foe. And the Sierra Club, unlike the AMA, doesn't represent a $4-billion annual industry.

The AMA was up to its usual and unchanged nonsense. Scrounging for race sponsors. Packing for Daytona. Meeting on whether to allow Gold Wings to race supercross. American Motorcyclist magazine, in the realm of absurdity, made these comments about Cranston and his opponent Ed Zschau: "Cranston's opponent is an unlikely candidate for U.S. Senate if for no other reason that his unusual name . . . ". And " . . . having seen Cranston's true colors, riders could hardly do worse." About Cranston's "Wilderness Bill", "(it) would mean the end to organized motorcycle events in the California desert." The understatement of the decade!

The Motorcycle Industry Council (MIC) stood firmly "neutral" on the election. When asked about the CPSC (Consumer Product Safety Commission) ATV investigation an MIC officer said they would do, "Nothing. That way it'll blow over." When it came to the election and Cranston the MIC had no thoughts or plans. I guess it too would 'blow over'.

Soon it was fall and the election was around the corner. All the veiled interest and promises from the magazines fell empty. A few more reader letters in *Cycle News*. Nothing about the election. Nothing about getting out the vote. Virtually nothing about Cranston or other anti-motorcycle politicians. Publishing deadline had passed and it was too late now.

Projections for the lowest voter turnout in decades would prove true, including California. Zschau, contrary to what the publishers said, would edge up to within a hair's-breath of Cranston in the election. But it wasn't close enough. If for no other reason, not enough motorcycle and ATV voters were encouraged to vote by the media. Not enough did vote. Not enough were made aware by the press.

Not enough votes put Alan Cranston back in the U.S. Senate as one of the most powerful politicians in America. And Cranston will do his best to force us to dig the grave for our sport. Whether we get thrown in or not will remain to be seen. But going by his track record, and that of our media, we have one foot in now.

This will hardly endear me with this industry's publishers. But I'm mad as hell. I am just aghast at their irresponsibility. I'm peeved at their demanding view of you and me, their readers. You and I want to identify the good guys from the bad guys in politics. It has nothing at all to do with Democrat or Republican or Independent.

For the next two years at least, we're going to have to pull ourselves up by the bootstraps so we don't have to kiss our butt good-bye. Reagan is outnumbered on all fronts, the Senate and Congress. We've got Cranston and Kennedy and Byrd ready to throw in that last shovel of dirt. If we give them the slightest slack we're buried.

But, and this is a *big* but, there's another big election in two years, and this time it's for the presidency, the entire House of Congress and one-third of the Senate. Given the support and information from the media we can vote intelligently and make a difference. We can "vote the bums out"! Or give it a helluva try.

So what now. Get off your can. First, get the telephone in hand and call the registar of voters. Get yourself, your family and everyone you know registered. Democrat, Republican, Independent. It doesn't matter. Get registered and vote. It won't hurt if you do, but it will if you don't.

Next is the hard part. I know that level headed riders don't write letters. But be an exception this time. Make it a post card if you like. A crayon on Kleenex will do. Send a 3-word letter to your favorite motorcycle or ATV magazine publisher or editor. Just say, "Voting. I Care!". Just one letter will make a difference. Then maybe, just maybe, in the next election our media will vote too and we can make an intelligent and meaningful political choice.

It's your sport. It's up to you and the publishers now. Oh yes, me and my family voted against Cranston. How about you?

Dave Holeman

Holeman was a staff editor with Cycle Guide, Motorcyclist and Cycle magazines from 1967 to 1977. He was also a contributing editor to Hot Rod, Car & Driver, Motor Trend, des Motorrad, Motorcyclist (Japan) and other publications. He is president/owner of Unigrafix Advertising & Marketing . . . Editor.

Picking the Baja 1000 for the Banshee's first race was a bit unfair.

To the competition.

The Baja is no place for beginners.

But then, with all the race-proven technology we packed into it, our new Banshee is really no newcomer to high performance.

Which explains why Rod Fowler, Craig Corda and Ray Schooley weren't particularly intimidated by the Baja's 1,013 miles of unrelenting nastiness.

Their Banshee's Monocross rear suspension and double-wishbone front suspension handled every boulder, ditch, dune, stream and mudhole. While its liquid-cooled 350cc twin—the only two-stroke twin in any ATV—just kept screaming along.

They crossed the finish line in 22:50:30, first in the Open Four-Wheeler class. And the first four-wheeler in any class.

Behind them came Dean Sundahl, Mike Coe and Brett Driscoll, on the only other Banshee entered in the Baja, second in the Open Four-Wheeler class.

All in all, the Banshee's debut made quite an impression.

Especially on the competition.

YAMAHA

We make the difference.™

Chuck Miller teamed with Bruce Ogilvie and a Honda XR600R to win the SCORE 1000 in 18 hours, five minutes and 52.58 seconds.

Bill Harris and Jimmy Sones teamed up to take the Class 30 win on their Honda; Neil Manninen and Lee West finished second in Class 30.

SCORE Baja 1000

Miller/Ogilvie conquer Baja 1000

By Paul Van Zuyle

ENSENADA-LA PAZ, BC, MEXICO, NOV. 6-7

For the first time in four years, the SCORE Baja 1000 was run on the traditional point-to-point course from Ensenada to La Paz. A new, 1013-mile course featured mostly dirt roads in the first 150 miles, and a mix of pavement, dirt roads and trails throughout the peninsula. And despite ignition, tire and lighting problems, Chuck Miller and Bruce Ogilvie captured the overall victory in 18 hours, 5 minutes and 52.58 seconds on their Honda XR600R.

Miller and Ogilvie's troubles started early in the race, with a burnt-out ignition near Mike's Sky Rancho, about 100 miles from the start. Miller took about 30 minutes to replace the high-powered ignition used to run his XR600's dual headlights with a stock ignition he carried as a spare. That put him far behind the leaders, and set the stage for later difficulties.

Up ahead, the two factory Husqvarna four-strokes of Dan Ashcraft/Garth Sweetland and Dan Smith/Larry Roeseler opened up a big lead. By Santa Maria, 220 miles from the start, Ashcraft had four minutes on Smith, and held almost a 40-minute lead over Miller.

But disaster struck first one Husky team, then the other. Just after Santa Maria, Smith crashed hard while chasing Ashcraft through a rocky section. The rocks gouged his right forearm, and he received a concussion and a broken rib in the fall. The bike's throttle was also broken, but Smith was able to limp back to Santa Maria. By the time the bike was fixed and Roeseler had returned to Santa Maria to ride it, the team had lost nearly two hours.

Ashcraft held the lead through Santa Inex, 340 miles from the start, but then his bike expired about 75 miles later with a suspected transmission failure.

That left the Husky effort in the hands of Scott Morris/Daryl Folks, on their 250XC. At San Ignacio, 600 miles into the race, they were in second place, a half hour behind the Honda of Miller and Ogilvie. They ended up 46 minutes behind at the finish, first in class 21 and second bike overall.

Although Ogilvie had a comfortable lead in San Ignacio at dusk, his victory was hardly in the bag. He had only one light instead of two, because that was all his stock ignition could power.

"I had a dim light, and fell coming off the beach section. When I fell, I broke my one remaining light and had to ride to the next pit in the dark. Once the lights were fixed, I had no problems until 15 miles north of Ciudad Constitucion, where my rear tire began coming apart," said Ogilvie. "So I stopped at a Mexican farm house, where a little girl got me a 2x4 and two kitchen chairs to put the bike up on. I cut the tire off the rim, and rode 22 miles on the pavement on the bare rim. I rode about 60 mph, passing cars, and the wheel collapsed just as I could see my pits. A Mexican in a pickup truck helped me drag the bike the last 200 yards. If we hadn't had those problems, we could have finished two hours earlier." This was Ogilvie's first win in the 1000; he has been runner-up four times.

The 250s had a close race at the beginning, with the Honda CR250 of Gary Jones/Bill Boyer/Jeff Quinn taking the early lead. Jones, a former National Motocross Champion, rode first. "Our strategy was for me to ride first and put us out in front. I put 10 or 15 minutes on second place, like I planned to. I could catch the Open (class) bikes, but I couldn't pass them, said Jones.

At Camalu, when Jones turned the bike over to Boyer, the team was in third overall, behind the two Huskys.

Boyer said he crashed "off one of those hills that has no sides. Actually, I rode it down, but tipped over when I hit the bottom. While I was lying there, both Morris and (the team of) Mark Vanscourt/Joe Bolton (Honda CR250) passed me. Two miles later I saw them both lying in a ditch. I put five minutes on them, but when I got to my pit, they made me use a slow hand pump to fill the bike. When the other two guys came in, the pit crew used the dump cans and sent them on their way.

"I was still pumping away when Jim Fishback (who teamed with Chris Haines in Class 30 on a Honda) came in. He didn't have a quick-fill connection on his gas tank, and when the pit crew tried to fill it, gas went everywhere and the bike caught on fire. One of the pit crew was on fire, and they put him out, but the bike burned to the ground."

Boyer and his team evenually finished second in class 21, and the overall with an elapsed time of 19 hours, 30 minutes.

Fourth overall and first in class 30 (for riders over 30 years old) were Bill Harris and Jimmy Sones. Sones complained of choking dust at the start, but said, "after that, everything was perfect."

Harris, who led the class from Santa Maria to the finish, said "It was pretty uneventful. We couldn't find any cows to hit."

Their elapsed time of 19 hours, 52 minutes put them a whopping 9 hours, 14 minutes ahead of Neil Manninen and Les West, who rode a Yamaha to second place in class 30.

Finishing fifth overall and second in class 22 was Larry Roeseler, who had ridden all the way from Santa Maria after Dan Smith's crash. Roeseler, a five-time Baja 1000 winner, took a little over 13 hours to ride 780

miles in his longest race ever. Once he began his ride, Roeseler lost little time on the leading Honda, despite having to ride at night over terrain he had not pre-run. Amazingly, when Roeseler arrived in La Paz, he showed hardly any signs of fatigue. The reporters interviewing him at 3:00 a.m. looked more tired than he did. He finished with a total elapsed time of 19 hours, 54 minutes.

Another ironman performance was turned in by Arturo Vasquez of Mexicali, Mexico, who finished third in class 22 on his Honda. Vasquez rode the entire distance alone, and finished in 25 hours 42 minutes.

Turning in a fine ride for sixth overall and first in class 20 (125cc) were Charles Halcomb, John Rudder and Duane Summers. The trio reported no problems with their Cagiva other than a broken light bracket.

Summers, who rode the last leg at night and who had never before raced in the dark, said he got lost in the fish camps near the beach. "I lost about 15 minutes. Otherwise it was a nice, smooth race." The team finished in 21 hours, 18 minutes.

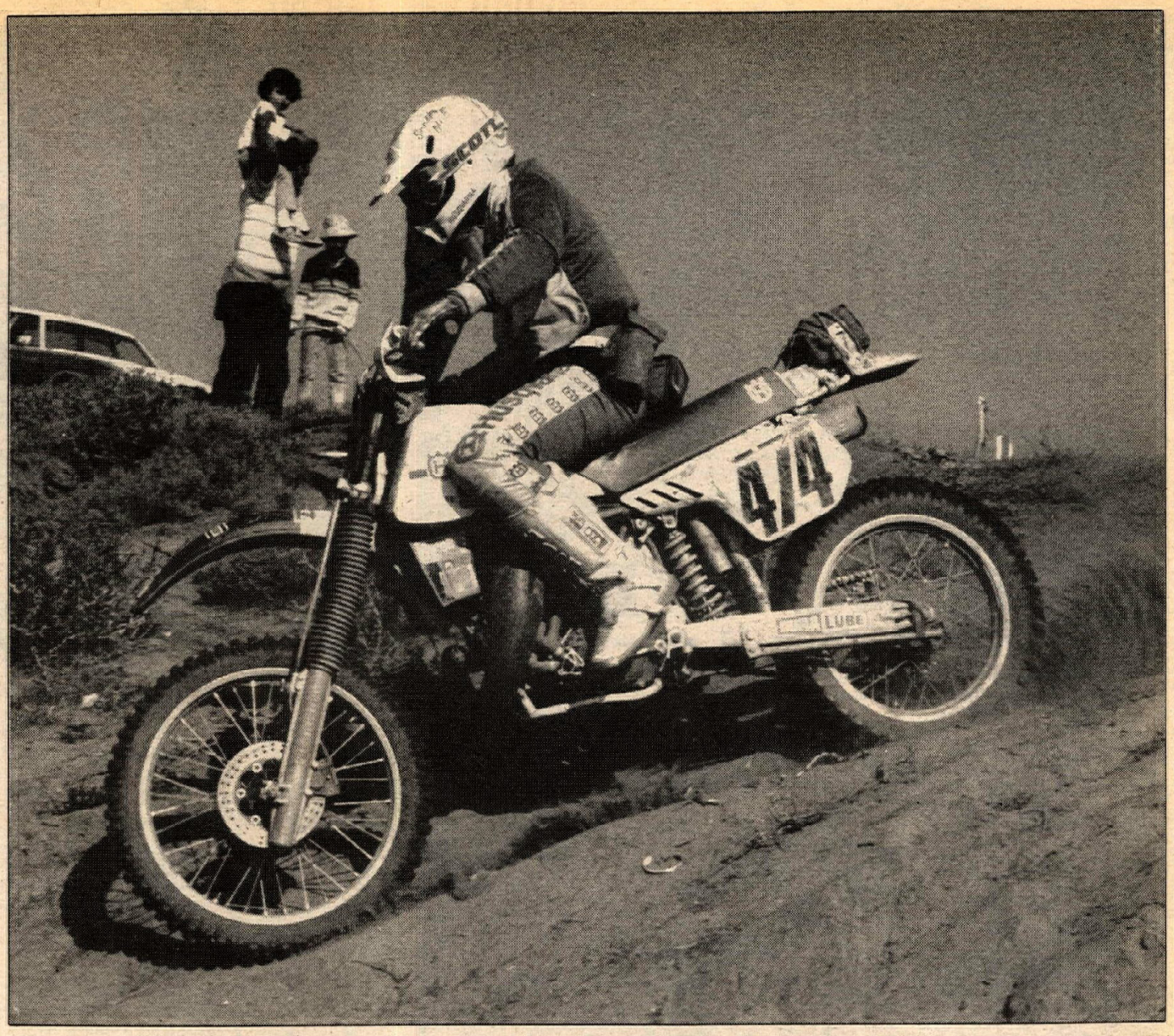
Ron Gray and Mike Harper rode their Husky 500XC to first place in class 38 (for riders over 38 years old), while Richard Jackson and Dr. John Etchart overcame major mechanical problems to finish second.

Jackson said, "The bike arrived at Camalu an hour late. The cases had broken around the clutch hub bearing, and we had to put 10 screws in the cases to hold them together. That cost us two hours. Later, I diced with Walker Evans in his pickup, and left a nice big imprint on his right front fender. When John got on the bike, he let Evans go by so he wouldn't have to battle with him in the silt beds."

Perhaps the most inspiring performance of the race was put in by David Farrow, Jim Jackson and Jeff Kaplan on their Harley-Davidson Sportster, dubbed "Harley's Comet." The team finished fourth in class 22, and had virtually no mechanical problems along the way. Farrow, 57, is a Los Angeles television commercial director who financed the building of the motorcycle. Jackson, who won the 125cc class in the 1978 Baja 1000, built the bike using a C&J frame, a White Power front end, and numerous other custom parts. The bike was also ridden by Jeff Kaplan, who won the 250cc class in the 1979 Baja 1000.

Farrow, who has driven the Baja 1000 in a car but has never before competed on a motorcycle, rode the bike the first 340 miles to Santa Ines. Jackson waited anxiously for his creation to appear and after 12 hours, Farrow arrived and turned the bike over to him in the dark. Later, Jackson crashed in silt beds near El Arco and had to spend 45 minutes fixing the bike. When he got going again, the lights fell off and he had to carry them in his hand for 10 miles. Kaplan also ended up carrying the torches for over 50 miles, and he lost the rear fender and the bike's supply of spare parts when the suspension bottomed over a bump at 100 mph and the tire grabbed the parts bag and locked the rear wheel. Fortunately, the spares were never needed. The Harley finished the race in 30 hours, 49 minutes.

Tire selection was an important consideration for all competitors, especially those on faster, heavier bikes. Many teams, including winners Ogilvie and Miller, chose to use Michelin desert tires with the Michelin Bib-Mousse foam inner tube for flat protection. But the Husqvarna team instead used Metzeler ecology tires developed for the ISDE. The ecology tires have very closely-spaced knobs, which Husky riders were counting on for better pavement performance.



(Above) Scott Morris and Daryl Folks rode a Husqvarna to top the class 21 win. (Below) The Duane Summers/Charles Halcomb/John Rudder team won class 20 on their 125cc Cagiva despite Summers getting lost in the dark.

Towards the end of the race, Ivan Stewart in his class 1 Toyota pickup threatened to take the overall win away from Miller and Ogilvie. At one point, he was running almost 30 minutes ahead of the winner's elapsed time, but his engine threw a rod near Ciudad Constitucion, 180 miles from the finish.

Among the competitors were seven Japanese teams, all of whom finished. The quickest was made up of Japanese country and western singer Mike Maki, his 15-year-old son Kurodo, and Dirt Rider magazine's Mark Kariya on a Honda XR250. They finished in 28 hours, 25 minutes, despite a crash by the younger Maki that left him with a broken jaw.

The second Japanese team to finish was made up of Yoshinori Matsuura, who is the Japanese National Enduro Champion, and Hiroshi Takanaka. The pair earned a trip to Baja by winning a five-race Baja Challenge Cup series run in Japan.

Of the 43 motorcycles that started, 25 finished within the official time limit of 42 hours. •

Results

OVERALL: 1. Chuck Miller/Bruce Ogilvie (Hon).

CLASS 22: 1. Miller/Ogilvie; 2. Dan Smith/Larry Roeseler (Hus); 3. Arturo Vazquez (Hon); 4. David Farrow/Jim Jackson (H-D); 5. Takayo/Kawamoto (Hon).

CLASS 21: 1. Scott Morris/Daryl Folks (Hus); 2. Jeff Quinn/Bill Boyer/Gary Jones (Hon); 3. David Callaway/John Alexander (Kaw); 4. Brad McKay/Tim Morton (KTM); 5. Bob Johnson/Steve Buckley (Hon).

CLASS 20: 1. Duane Summers/Charles Halcomb (Cag).

CLASS 30: 1. Bill Harris/Jimmy Sones (Hon); 2. Neil Manninen/Les West (Yam); 3. Minoru Uchida/Masahiro Uchida (Hon); 4. Jugatsu Toi/Shinji Taguchi (Yam).

CLASS 38: 1. Ron Gray/Mike Harper (Hus); 2. John Etchart/Richard Jackson (Hon); 3. Ron Bishop/John Watkins (Hus); 4. Tom Vallely/George Lazenby (Hon); 5. Wayne Cornelius/Gary Nolen (Hus).

Jeff Irwin survived the dusty conditions and the manzanita bushes to claim his first-ever National enduro win.

"I didn't set the woods on fire," said Randy Hawkins, but he did claim fifth overall on his 250cc Husqvarna at the Wild Bore National.

Despite running out of gas on his Honda CR250R, Grant Palenske finished 18 points behind Irwin to claim second overall and first 250.

AMA National Championship Enduro Series: Final round

Irwin thumps to Wild Bore victory

By Kit Palmer

NEW IDRIA, CA, NOV. 9

Hi-Point-sponsored Jeff Irwin *said* he's been riding better than ever since switching to his new Husqvarna 510cc four-stroke mount, and today he proved it by nabbing his first-ever National enduro overall win at the Clear Creek Recreation area in central California, 30 miles north of Coalinga.

Irwin handily topped the Timekeeper's Wild Bore National Enduro after dropping just 37 points, beating second-place finisher Honda-mounted Grant Palenske by 18 points. Palenske (Metzeler/O'Neal) and Husky-mounted Duke Lambert tied at 37 points apiece but tie-breaker points gave Palenske the advantage over Lambert. There was a three-way tie for fourth place between Randy Hawkins, Rob Mesecher and Matt Collins at 61 points each, but after all the tie-breaker points were added, Collins came out ahead over Hawkins and Mesecher.

While Irwin was busy trying to stay on schedule, a lot of attention was focused on Husky team rider Dave Bertram. Winner of last week's Last Chance National Enduro in Red Mountain, California, Bertram wanted to finish in the top four at Clear Creek in order to pass KTM's Kevin Hines for second overall in the series points final. Hines, who was a no-show at Clear Creek and Red Mountain, is still mending from injuries suffered four weeks ago in Delaware. While in contention for the overall win at the start of the second and final 20-mile loop, Bertram's 430cc Auto broke down with transmission problems. He had to drop out of the enduro and take a tough DNF. This cost Bertram two places in the final points standings where he unofficially finishes fourth behind winner Terry Cunningham, Hines and Randy Hawkins.

Cunningham planned to ride the Wild Bore Enduro and showed up the day before the event then went on a tune-up trail ride with some of his Husqvarna teammates. But because of terribly dry conditions, dust was a major factor, so Cunningham decided not to compete, knowing he had wrapped up the 1987 National Enduro Championship four weeks ago in Delaware.

The enduro consisted of two loops; the first totalling 80 miles and the next 20 miles. The trails through the hilly terrain consisted mostly of hard-packed and dry dirt that wound tightly through miles and miles of barbed wired-like manzanita bushes.

Bertram's problems with his Husky began to surface even before he left the start. "I rode the bike all day yesterday and it was working perfectly," said Bertram, "then as I rode to the start today, it suddenly slipped out of gear and started giving me problems." He managed to temporarily fix the problem and start the first loop.

The first 15 miles of the enduro turned out to be one of the toughest sections. Riding into the early morning sun and dust created problems for the riders, and things got even worse when they reached a steep hillclimb. Early number riders didn't have too many problems on the dry, dusty and powdery hill, but the B and C riders had a tough time, especially the Cs. Many C riders houred out or quit at the hill; as it turned out, the enduro was extremely tough on the C riders. Out of 116 C riders that started only 11 actually finished the event. In the B class 74 riders started and 15 finished.

It was also in this section where Hawkins lost time. "I was riding pretty good — I thought," said Hawkins, "but in one of the very first sections, I went off one of the sandy hills and got totally stuck. I couldn't believe it. It was a tie-breaker check, and while everybody else was zeroing it I ended up losing five points."

Irwin had a run-in with another rider during the first loop that almost ended his day. "About 10 miles before the first gas," said Irwin, "I rear-ended this guy. I hit the back of his bike and it ripped off my lower radiator hose. The bike lost all of its coolant with the hose just sitting there. So I rode it for the next 10 miles to the gas stop without any coolant. When I got there, I fixed the hose and filled it back up with water and continued. I got pretty lucky. The bike never missed a beat."

Heading into the second loop, both Irwin and Bertram were tied with three points. After the gas stop before the second loop, however, Bertram's Husky finally had enough.

"The fork that holds the neutral drive gear into gear broke a tooth off," said Bertram, "and it just wouldn't go into gear. I'm pretty bummed, because now I'll probably finish fourth in the series, but I guess it doesn't really matter where you finish if you don't win."

With Bertram out, Irwin had a clear shot at the overall with top contenders Jeff Russell and Hawkins both having problems in the final loop, which had a very fast speed average that was impossible to maintain. Russell's problems actually began during the first loop.

"This morning we came up a creek along this blacktop road," said Russell, "and the trail popped up on the blacktop. When I got up on the road I guess the trail went across the road, but a guy pointed me in the wrong

(Continued to page 45)

GONE WITH THE WINS.

DOUG POLEN, ROAD ATLANTA

This is the story of epic victory. At Road Atlanta.

Chapter one: The Suzuki National Cup Finals. In the 1100cc Class, Dan Chivington, Doug Polen and Ron Ewerth swept 1st, 2nd and 3rd, respectively. All on Michelin Hi-Sport tires.

In the 750cc Class, Doug Polen on Hi-Sports took first like Grant took Richmond. Finishing some 15 seconds ahead of his nearest rival.

In chapter two, we find our hero, Polen, capturing first in the Honda 500 Interceptor Championship Series. Followed by Scott Zampack. Both on, you guessed it, Hi-Sports.

It goes to show, when there's prize money on the line, Michelin Hi-Sports are usually on the bike.

The plot thickens in chapter three. With the WERA Grand National Sprint Finals. In the Production Classes, it was a letter-perfect day for Michelin. With Hi-Sports on the 1st place bikes in Expert A, B, C and D.

In Expert Superbike A and B Michelin did super. We were on the first place bikes in both. With our slicks and Hi-Sports, respectively. What's more, Michelin slicks were part of the winning formula in Formula 1. Not to mention Formula 3.

Then there's the Endurance Race. After six grueling hours, team Hi-Tech Racing won overall with Michelin Hi-Sports.

This story has a happy ending. You can find Michelin Hi-Sports, the tires preferred by two-thirds of the riders at Road Atlanta, at your Michelin dealer.

And now for the epilogue. When the sun finally set at Road Atlanta and last we left our competition, they could only be described one way.

Frankly, my dear, they were a little scarlet.

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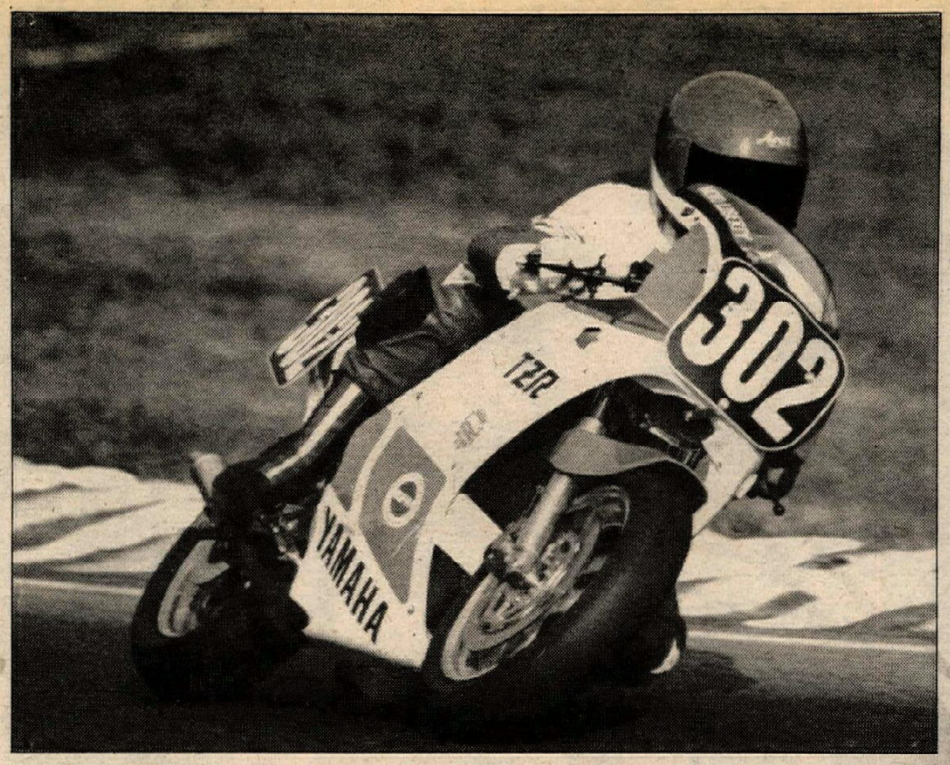
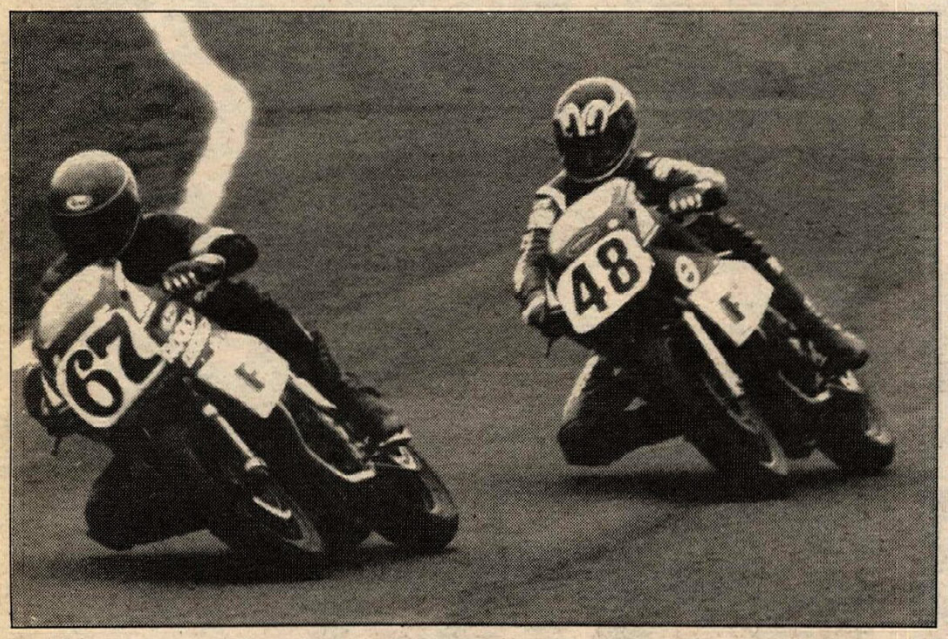
HI-SPORT TF11(FRONT)/TG22(REAR)

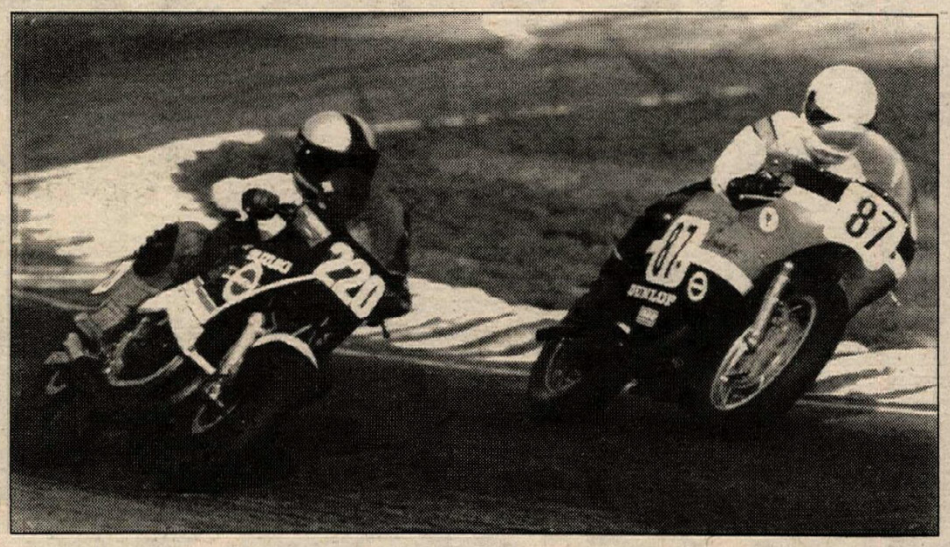
Thomas Stevens (38) leads Jeff Dean (246), eventual winner Ron Ewerth (34), Terry Hampton (43) and the rest of the B Production class.



Cam Roos won three Novice National Championships at Road Atlanta during the WERA Grand National Finals.



Kevin Rentzell (48) prepares to pass Greg Tysor (67) in the C Superbike race; Rentzell took the title on his Yamaha with Tysor second.



New technology meets old technology as Mike Reed (220) and his Suzuki RG250 goes around the outside of vintage Harley rider Wayne Allen.

WERA Grand National Finals

Ewerth, Roos lead the way at Road Atlanta

By Larry Lawrence

BRASELTON, GA, NOV. 6-9

Road racers from across the country converged on Road Atlanta for the 14th Annual WERA Grand National Finals with a total of 591 riders competing in the four-day event. Georgia riders expert Ron Ewerth and novice Cam Roos, however, highlighted the racing action with each rider taking home three National Championships.

In the past, local riders from Georgia have dominated the GNF championships, and this year was no different. Of the 30 sprint titles up for grabs nine of them were won by riders from Georgia. Riders from Wisconsin and Ohio took home three titles each.

Roos started his successful weekend with the overall win in the combined (Expert and Novice) Clubman class. Expert Keith Wakefield led the first lap aboard his Honda Ascot before Roos used the top speed advantage of his Roswell Honda/Yamashita World Co.-sponsored Yamaha TZR250 to pull past Wakefield on the long Road Atlanta back straight. Roos went on to win by seven seconds as Wakefield took second overall and first Expert. Last year's E Superbike champion (one of the classes that was consolidated to form Clubman) Clif Niblock took third overall and second Expert.

The Vintage One machines were run along with Clubman and Dick Runyon (Suz 250) and Frank George (Hon 250) battled early until George crashed with only two laps to go leaving Runyon to take the easy win. Lou Snedden finished second overall and first Novice on a Ducati 250.

The second race on Thursday was D Superbike Novice. Roos won again on his Yamaha to take back-to-back National titles. Robert Willis won over Craig Batershell in a race-long battle for second between the two; both were riding Yamaha RZ350s.

Tommy Blackwell was the first rider to defend his National title in the D Superbike race. Blackwell led from start-to-finish on his Roswell Honda-backed Yamaha RZ350.

Vintage 2 ran with D Superbike and a good battle between the BSAs of Ted Hubbard and Ray Lewis ensued. Hubbard, a former BSA factory rider, was passed by Lewis but an oil leak developed on Lewis' Goldstar and he had to settle for second overall and first novice.

The big bikes came out for the first time for the A Production Novice race. Two of the finest novice racers in the country Paul Bray and Scott Zampach were favored, and they quickly sprinted away from the rest of the field on the first lap. Bray has the experience at Road Atlanta and it showed going into turn one where he would gain serveral bike lengths as well as coming down the hill into turn 12. Zampach was close, but the last two laps in traffic Bray made his lead stick.

"Every lap I would look back and see Zampach, and on the last lap I just put my head down and gassed it as hard as I could to stay in front of him," said Bray.

Formula Three and Vintage 3 combined for the next race. Formula Three rider Greg Comstock led early despite hitting a speed bump which launched the small MBA 125cc GP bike into the air. Comstock recovered and chased vintage rider Tony Faircloth on his Triumph to the finish. Dean Hill rode his Kawasaki 250 to first place Novice in Formula Three, while further back in the field David Paller rode his 500cc BSA to first Novice in Vintage 3.

Comstock commented on his off-track excursion. "I just took the MBA for a little motocross ride. When I hit the grass I just kept the gas on; I didn't even lose my lead."

Andy Fenwick took his Franklin Cycle/Sports Villa Yamaha/Shoei RZ350 to victory in the D Production combined class after two early leaders crashed. Novice Ray Lewis and Michael Martin ran close the entire race. Lewis took first Novice at the line.

The last race of the day was the combined Formula Two/Vintage 4 classes. Pete Frost charged into the lead on his Yamaha TZ250 before losing the front end between turns four and five and crashing. After that it was all Roos, who romped to an easy victory while taking his third Novice title of the day. Cliff Bigoney finished second overall, but was the first Expert across the line.

"I was riding a Honda NS250 earlier in the year and the difference between that and the TZR250 is a lot of top speed," Roos said.

The Vintage 4 race was a good one. Jesse Morris battled Devin Battley early before Battley crashed in his own oil. Rich Greenway nearly caught Morris, but it was Morris and his big Triumph defending his vintage title.

No sprints were run on Friday because of the six-hour endurance.

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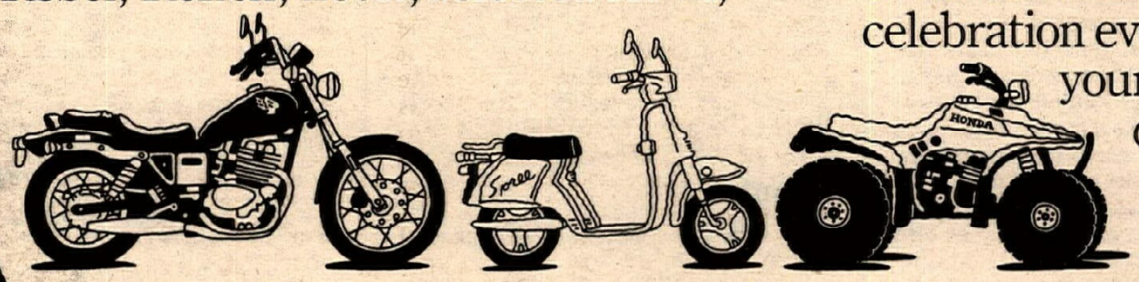

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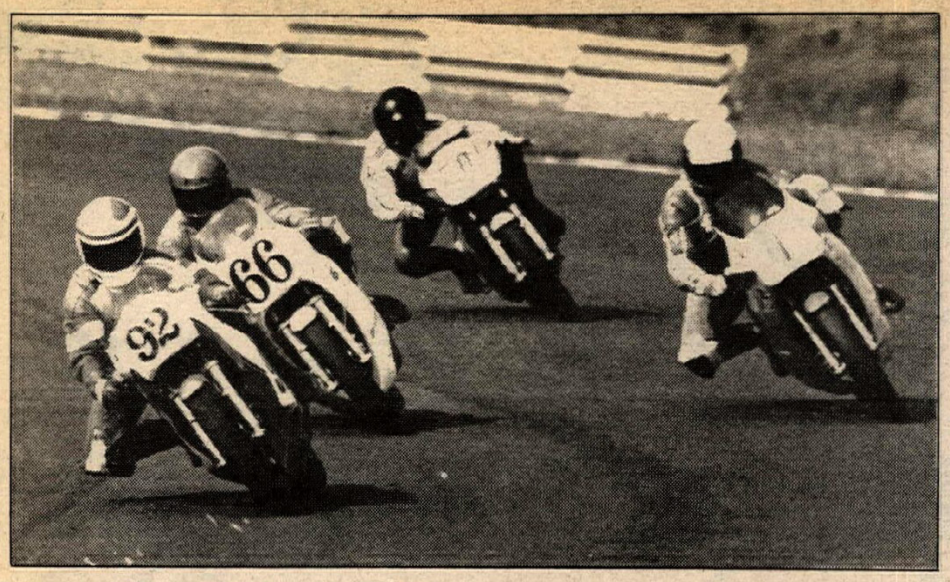
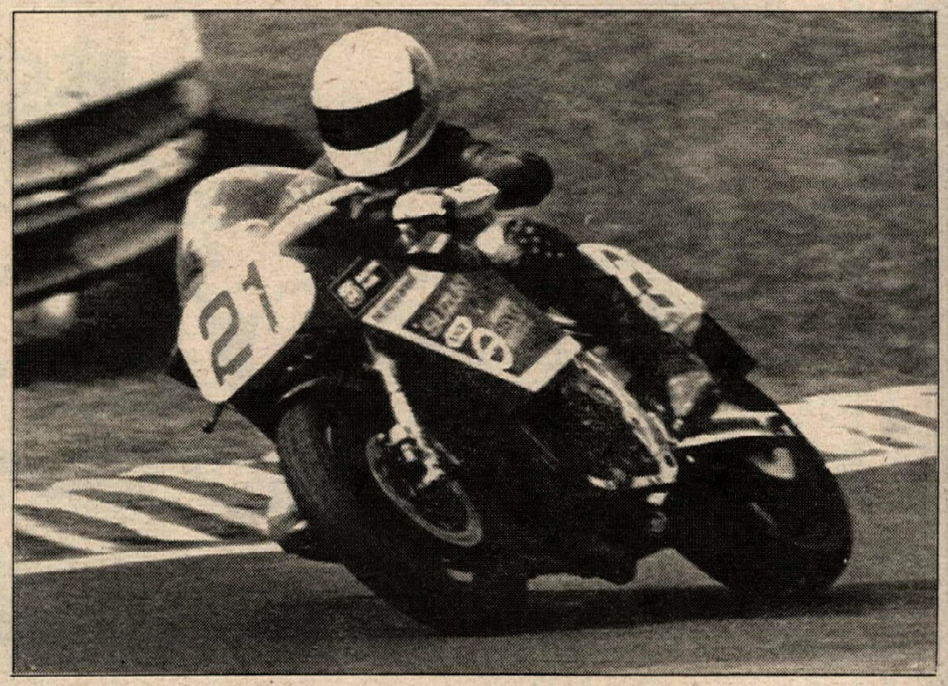


Tommy Blackwell (1) defended his D Superbike title with a win over Mike Cook and Reggie Knight; all three were Yamaha-mounted.

The start of the B Production Novice class saw Zampach (20) and Bray (559) lead the way; Zampach won this one with Bray taking second.

Scott Zampach (leading) and Paul Bray (559) were this close all weekend; Bray got two wins and a second while Zampach won once.



Ron Ewerth won three classes at Road Atlanta during the sprint races, taking the A Production, B Production and B Superbike classes.

The sprints resumed in earnest on Saturday with Ewerth winning the first of his three titles in the A Production Expert race.

Ottis Lance's chance to run in the Suzuki GSXR Final came to a bone crushing end on turn five where he crashed his big Suzuki and broke his leg.

Ewerth and Bart Peterson diced for four laps before Ewerth gradually pulled away. Terry Hampton made a beautiful last lap move to get past Chris Martone to take third.

Ewerth made it two in a row when he came out on his Cycle Nuts/Fine Arts GSXR750 and won the B Production Expert race. Ewerth shook off a tough challenge by Thomas Stevens to take the win. Defending B Production champ Ed Key turned in a fine performance holding off Greg Tysor and Terry Hampton for third.

"These races should get me in tune for the GSXR finals," Ewerth said. "It's also nice to win the championship with such good competition in the Production races."

Stevens came back to win the A Superbike title aboard his Ft. Myers Cycle/RSC/Arai/Vanson GSXR750. A sick engine plagued Dean Swims but he still managed to hold on to second.

Bray and Scott Zampach met again in the B Production Novice race on Saturday. This time it was Zampach crossing the line first despite a last lap charge by Bray which included an attempted pass off the track in the dirt. Texan Craig Gleason stayed clear of the frantic battle in front of him and cruised in for third place.

Only two true Formula One machines lined up for the Formula One championship. Martin Morrison was one of those on a Suzuki RZ500 Gamma. Morrison used the superior top speed of his GP bike to pull away from the hordes of four-stroke superbikes. A three-way battle for second was won by Phil Berke on his Yamaha FZ750 superbike.

Darkness was starting to fall as the C Production Experts gridded for their final. This race last year was a classic as Peterson passed both Key and Greg Tysor on the outside speed bumps to win the race by inches. Peterson, Tysor and Key were all back this year. The first three laps saw three different leaders, first Peterson then Kurt Hall then Tysor. Tysor started to pull away from Hall and Peterson about midrace and went on to avenge last year's loss to Peterson. Peterson took second just ahead of Hall; Key finished well back on his Interceptor.

Ewerth successfully defended his B Superbike title and in the process won his third number one plate of the weekend. To win Ewerth had to stay in front of Steve Nardiello, the same rider who finished second last year. Troy Sorenson finished third after leading the first lap on his Suzuki.

The final meeting of Bray and Zampach happened in the C Production Novice race. Zampach had never ridden the Yamaha FZ600 he was on before this weekend and Bray was still sore from a crash the day before which made them even. Even with those handicaps the two were still able to quickly get away from the other Novices to settle their week-long feud. In typical Bray/Zampach fashion the race came down to the last lap. Bray had made a spectacular pass under the Nissan bridge the lap before bringing the crowd to their feet. On the white flag lap Zampach attempted the same maneuver, but Bray moved over giving Zampach no room to pass. Bray took the win by inches to end one of the best GNF rivalries of all times.

Tom Kipp of Ohio took the C Superbike Novice title on his Wiseco FZ600 after Scott Russell and Bray tangled and went down while leading. Roos finished second among all the 600s on his TZR250.

Texas riders finished 1-2 in the B Superbike Novice final. Craig Gleason and Steve Plentl have been rivals all year long on the Texas tracks, but it was Suzuki-mounted Gleason who rode his Texas Suzuki-sponsored machine to his first National title.

C Superbike Expert ended the weekend and the race was worth the wait. Kevin Rentzell, Tysor, Andy Fenwick, Hall and Gene Burcham all barrelled into turn one, no one wanting to shut off first. Somehow they all made it through the turn and it was Rentzell who led the first lap. His lead was short-lived as Tysor out braked him going into turn one.

The Rentzell/Tysor battle pulled them away from the rest of the field. On the last lap Rentzell held on the gas on his Kayo Corp./Yokohama/DID/Shoei FZ600 to the last possible second and finished just a few feet ahead of Tysor.

"I've battled with Tysor all year long, he gave me a good run which makes the victory even more satisfying," said Rentzell. ●

Results

A PROD EX: 1. Ron Ewerth (Suz); 2. Bart Peterson (Suz); 3. Terry Hampton (Yam); 4. Chris Martone (Suz); 5. Jimmi Lambert (Hon).

B PROD EX: 1. Ron Ewerth (Suz); 2. Thomas Stevens (Suz); 3. Ed Key (Yam); 4. Greg Tysor (Suz); 5. Terry Hampton (Yam).

C PROD EX: 1. Greg Tysor (Yam); 2. Bart Peterson (Yam); 3. Kurt Hall (Yam); 4. Andy Fenwick (Yam); 5. Gene Burcham (Yam).

D PROD EX: 1. Andy Fenwick (Yam); 2. Cliff Bigoney (Yam); 3. Chuck Huneycutt (Yam); 4. Douglas Henry (Yam); 5. Doug Wilson.

CLUBMAN EX: 1. Keith Wakefield (Hon); 2. Clif Niclock (Hon); 3. Fritz Kling (Hon); 4. Dan Horton (Hon); 5. Seth Avant (Hon).

A SUPERBIKE EX: 1. Thomas Stevens (Suz); 2. Dean Swims (Suz); 3. Mark Schledorn (Suz); 4. Phil Berke (Yam); 5. Robert Taylor (Suz).

B SUPERRBIKE EX: 1. Ron Ewerth (Suz); 2. Steve Nardiello (Yam); 3. Troy Sorenson (Suz); 4. Mark Scheldorn (Suz); 5. Herb Williams (Yam).

C SUPERBIKE EX: 1. Kevin Rentzell (Yam); 2. Greg Tysor (Yam); 3. Andy Fenwick (Yam); 4. Kurt Hall (Yam); 5. David Halderman (Kaw).

D SUPERBIKE EX: 1. Tommy Blackwell (Yam); 2. Mike Cook (Yam); 3. Reggie Knight (Yam); 4. David Murray (Yam); 5. Andy Fenwick (Yam).

F-1 EX: 1. Martin Morrison (Suz); 2. Phil Berke (Yam); 3. Bryan Schwing (Yam); 4. Mark Schledorn (Suz); 5. David Schmidt (Suz).

F-2 EX: 1. Cliff Bigoney (Yam); 2. Dan Horton (Hon); 3. David Rhodes (Yam); 4. Seth Avant (Hon); 5. Sander Avant (Hon).

F-3 EX: 1. Greg Comstock (MBA); 2. Tom VanHuss; 3. Rhea Stickley (Hon); 4. Eric Smackula; 5. Kevin Gonyou.

VINTAGE 1 EX: 1. Dick Runyon (Suz); 2. Wayne Allen (Tri); 3. Deno Rodi (Nor).

VINTAGE 2 EX: 1. Ted Hubbard (BSA); 2. F.C. Smith (BSA); 3. Wayne Allen (H-D); 4. Mark Barrett (BSA); 5. Dick Runyon (Suz).

VINTAGE 3 EX: 1. Tony Faircloth (Tri); 2. Ted Hubbard (BSA); 3. Bob Vokae (Tri); 4. Wayne Allen (H-D); 5. Mark Barrett (BSA).

VINTAGE 4 EX: 1. Jesse Morris (Tri); 2. Rich Greenway (Tri); 3. Tony Faircloth (Tri); 4. Randy Illg (Tri); 5. Royce Eaton (Tri).

A PROD NOV: 1. Paul Bray (Yam); 2. Scott Zapach (Yam); 3. Steve Plentl (Yam); 4. Norm Beauvoin (Suz); 5. Alan Spears (Yam).

B PROD NOV: 1. Scott Zampach (Yam); 2. Paul Bray (Yam); 3. Craig Gleason (Suz); 4. Steve Plentl (Yam); 5. Mark Oldham (Yam).

C PROD NOV: 1. Paul Bray (Yam); 2. Scott Zampach (Yam); 3. Doug Costen (Kaw); 4. Bruce Baldus (Kaw); 5. Robert Hamilton (Yam).

D PROD NOV: 1. Roy Lewis (Yam); 2. Michael Martin (Yam); 3. Graham James (Yam); 4. Bootie Ballard (Yam); 5. Jason Luering (Yam).

CLUBMAN NOV: 1. Cam Roos (Yam); 2. Mike Reed (Suz); 3. Jere Peterson (Hon); 4. Mart Royer (Hon); 5. Chuck Mathis (Yam).

B SUPERBIKE NOV: 1. Craig Gleason (Suz); 2. Steve Plentl (Yam); 3. Ronald Earl (Suz); 4. James Nichlos (Suz); 5. Ron Widman (Suz).

C SUPERBIKE NOV: 1. Tom Kipp (Yam); 2. Cam Roos (Hon); 3. Robert Hainon (Yam); 4. Robert Rentzell (Yam); 5. James Brown (Yam).

D SUPERBIKE NOV: 1. Cam Roos (Hon); 2. Robert Willis (Yam); 3. Craig Battershell (Yam); 4. Mike Reed (Suz); 5. Mike Martin (Yam).

F-2 NOV: 1. Cam Roos (Yam); 2. Mike Reed (Suz); 3. Keith Gonyou (Yam); 4. Joe Hutcheson (Hon); 5. John Love (Yam).

F-3 NOV: 1. Dean Hill (Kaw); 2. Craig Battershell (Kaw); 3. John Sanders (Kaw); 4. Don Nay (Kaw); 5. Matt Winnaker (Kaw).

VINTAGE NOV: 1. Lou Snedden (Duc); 2. Michael Breed (Duc); 3. Carl Bachman (Bul); 4. Larry Feece (RDC).

VINTAGE 2 NOV: 1. Roy Lewis (BSA); 2. David Paller (BSA); 3. Larry Johnson (Duc); 4. Carl Bachman.

VINTAGE 4 NOV: 1. Vic Bannister (Nor); 2. Darryll Wencke (Suz); 3. Charles Kalko (M-V); 4. Mark Williams (Kaw); 5. Michael Breed (Nor).

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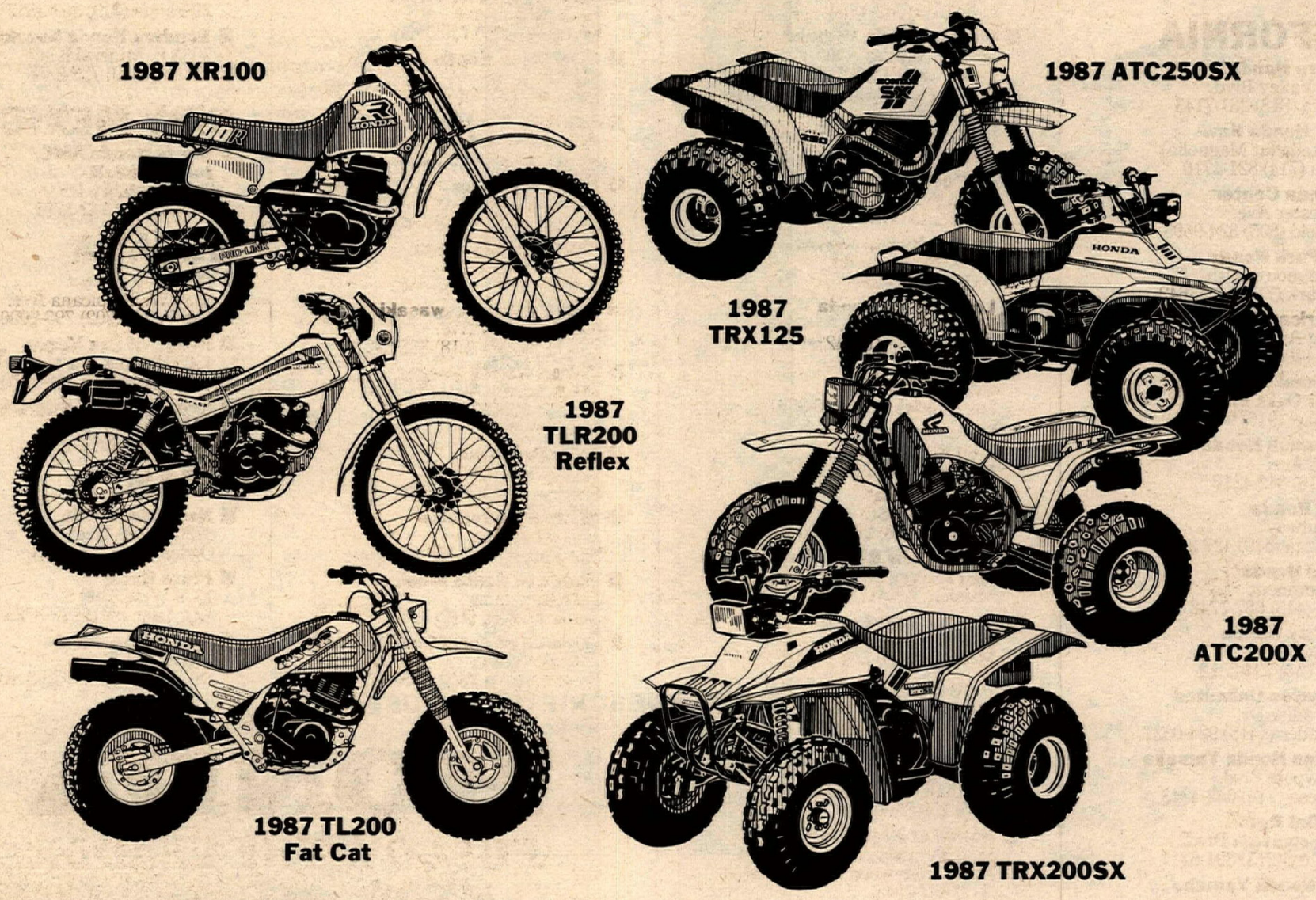

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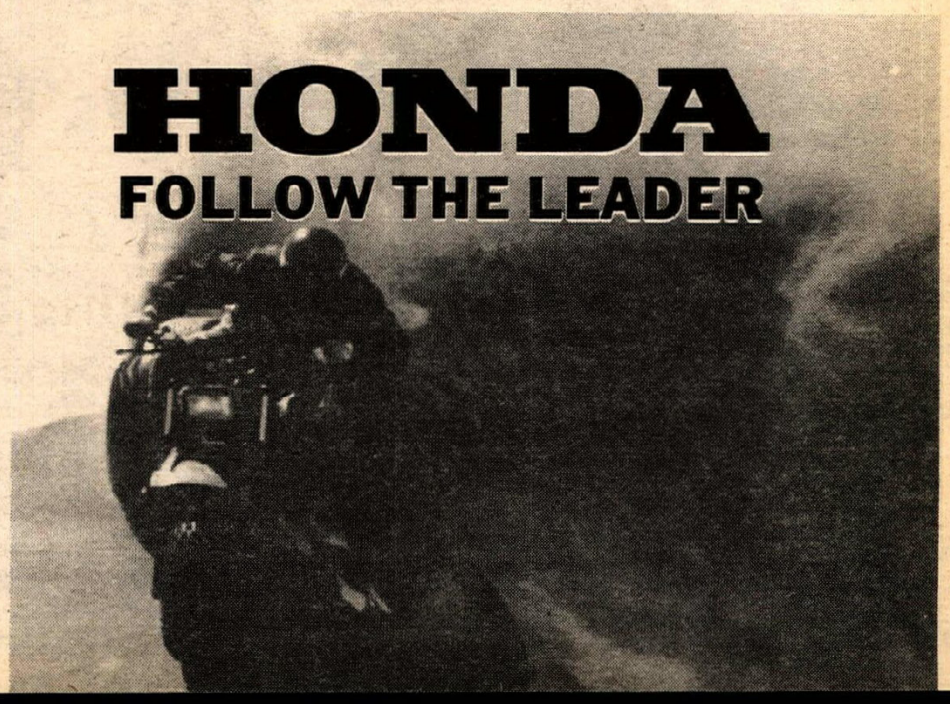


AMA Pro Awards Banquet

Queen Mary, Long Beach, California, November 7

Tuner Brian Lunniss (right) with Supercross and 250cc MX champ Rick Johnson, who shared Athlete of the Year honors with Bubba Shobert.

Honda's Gary Mathers accepts the Manufacturer's Award.

David Bailey and his 500cc MX National Championship awards.

PHOTOS BY JACK MANGUS

Scott Goggles' Bevo Forte was on hand to present snow skis to riders who wore his company's products. Their tuners also received skis.

Camel Pro Road Race Champion Fred Merkel is flanked by tuners Mike Velasco and Merlyn Plumlee. That's Dave Despain at the right.

(Left to right) Miss Camel Pro, Vivian Chadbourne, with tuners Ray Plum and Skip Eaken, and Camel Pro Dirt Track Champion Bubba Shobert.

And here's to all the unsung heroes.

Here's to all the riders and clubs—WERA, MRA, AFM, AAMRR and OMRRA. The officials, the volunteers, corner workers, timers, pit crews and coordinators. And all the wives, girlfriends and everybody else—your support made 1986 a vintage year.

Right on, Suzuki

SUZUKI.

It was a very good year.

Polen and Chivington taste victory at Road Atlanta. Suzuki celebrates the Grand Finale of the 1986 GSX-R National Cup Series.

It was the best of times. Over 60 GSX-R riders from all across the country came to Road Atlanta to compete for $40,000 in prize money. Friends and family came to share the excitement. And Doug Polen and Dan Chivington came away the winners.

Chivington passed Polen and Ron Ewerth on the last corner of the last lap to win the 1100 final and $6,000. The remaining $14,000 went to the next 13 riders.

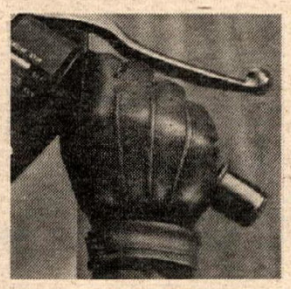
But Polen, wearing No. 2, tried harder and won the 750 final and $5,000. The remaining $15,000 went to the next 19 riders.

That was the idea all year long. To spread the wealth: $285,000 total prize money to encourage and develop new riders. And reward the stars.

Plus, the top three riders in each class at Road Atlanta were honored with National Cup trophies. A great finish to a very good year.

Now we look ahead to '87. Right around the corner.

Right on, Suzuki



SUZUKI®

Larry Maiers introduces 125cc MX National Champion Micky Dymond to the audience in the Grand Salon on the Queen Mary.

Dunlop's Rick Bogdan (far left) presented unique trophies to champions who used his company's tires during the '86 season.

(Left to right) AMA director of competition Bill Amick, Vivian Chadbourne, Formula One road race champ Randy Renfrow and Dave Despain.

Junior Dirt Track Champion Bryan McDowell talks with Dave Despain as Vivian Chadbourne listens in and J.D. Norris waits his turn.

Canadian Greg Williams, the 500cc Hillclimb National Champion, relates some of his 1986 season experiences to Larry Maiers and the audience.

Amick awards Don Greene his Formula Two Championship medal.

Banquet coordinator Pat McCoy. Thanks, Pat.

"To me, *MOTORCYCLIST* has always been a very performance minded magazine."

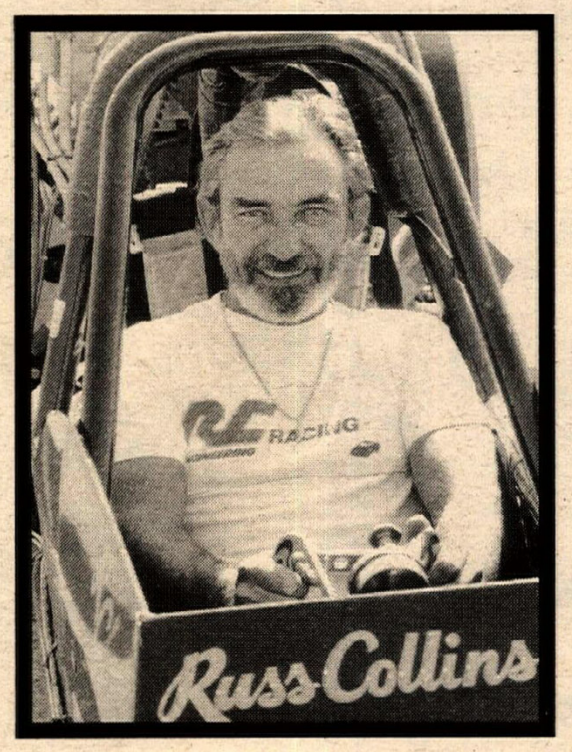
—Russ Collins

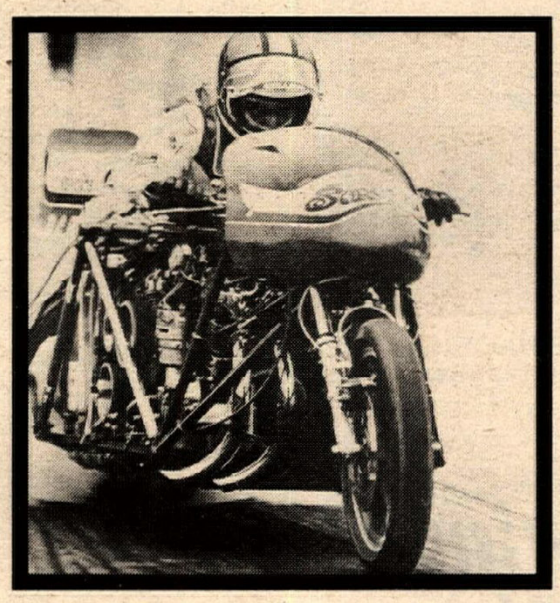
Name: Russ Collins

Occupation: President, R.C. Engineering

Current projects: "I'm now driving a 3000-hp, 500-cu.-in. top fuel car instead of a top-fuel motorcycle. R.C.'s also been doing a lot of work with Hondas in sports car racing. We built all the engines for Quantum Engineering and they've just won the SCCA National Escort Endurance Championship two years in a row."

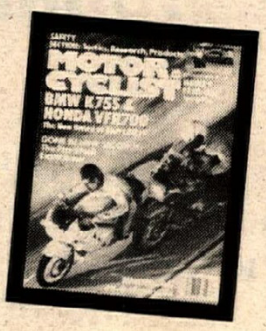
Riding history: "I bought a Triumph in a basket when I was 17, put it together and made it work. I got into drag racing two years later. I actually started out racing cars but didn't have the money to make them as fast as I could make a motorcycle. In 1969 I was working for a dealer and started R.C. Engineering in my garage, building flattrack and drag race engines. When the Honda 750 came out it was so inclined to become a successful drag race vehicle that I just went crazy with it. I built a supercharged fuel-burning 750 Honda, the first successful supercharged motorcycle in the U.S., and then the first triple-engine top-fuel drag bike. I crashed that at 175 mph in 1975 and almost lost my life. I put a glass top on the bike and made it into a coffee table as a constant reminder of how dangerous those things can be. I built the supercharged V-8 Honda, the "Sorcerer," and the first 7-sec. motorcycle, the first one to go 190 mph, and I always had the heaviest and most powerful bikes. I was the first motorcyclist to receive the NHRA's best-engineered car award, which I got three times for motorcycles."

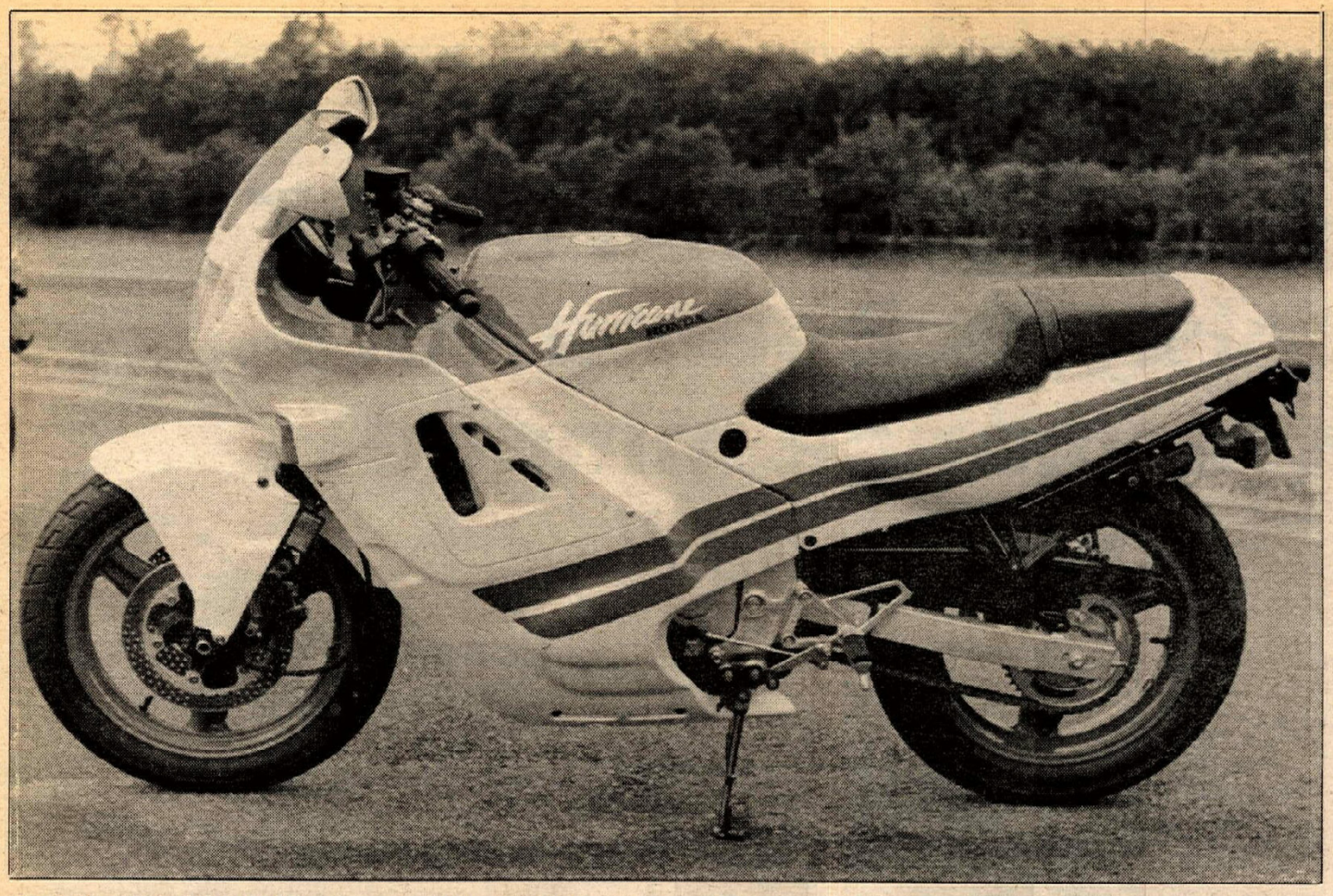




Views on drag racing: "Being on a top-fuel bike on the starting line at Indianapolis in front of 100,000 people, the cameras, the press, and all of the world's greatest racers is quite an experience. If you can force that monster down the drag strip without killing yourself and still win the race, it's a fantastic sense of achievement. When I set the 199.55-mph record it was 20 mph faster than anybody else, so it was staggering. They're just now starting to nip at it and I think it's great. I know exactly how they feel because I was just a hair's breath away from the magic 200 for 12 years and just never made it. I want the people who do make it to feel as happy as I would have if I'd done it."

Magazine: "Like me, the people who write *MOTORCYCLIST* are really interested in performance. I like it when they just get involved in special projects—like the story Jeff Karr did with my protégé Terry Vance and his pro-stocker. I like to hear what they have to say and how they respond to things. To me, *MOTORCYCLIST* has always been a very performance-minded magazine."





Both Honda's CBR600F (above) and the 1000 Hurricane will hit American shores sometime in April or May.

Honda's top-of-the-line street bike for 1987 is the CBR1000F Hurricane, an in-line four cylinder that produces a claimed 130 horsepower.

1987 Honda Street Bikes

Hurricane force winds spearhead Honda lineup

By Farren Williams

TOKYO, JAPAN, NOV 8

American Honda's 1987 street bike lineup will be spearheaded by a pair of high-performance in-line four cylinder sport bikes — the CBR600F and CBR1000F. The new in-line CBRs mark a strategic change in marketing direction for Honda, a change that most likely will lead to the elimination of the more expensive, V-four Interceptor series as Honda's premier pavement machines.

Honda also will offer a pair of redesigned big-bore custom bikes in 1987. Leading the way will be the Shadow VT1100C, a big V-twin that Honda officials described as, "completely restyled from the ground up," and the drastically restyled VF700C Magna, the only V-4 performance custom in its class.

All four bikes were introduced to the American press during a special press preview near Toyko, Japan, in early November.

CBR models were introduced in Europe earlier this year at a press preview in Frankfurt, West Germany (see *Cycle News*, Number 35, September 10, 1986), fueling speculation that the Japanese company would make a major marketing change in the United States. That speculation was confirmed in Japan when Honda introduced American CBR models almost identical to the bikes designed for the European market.

Honda claims the CBR1000F and CBR600F are "the most advanced motorcycle designs in the world," although neither bike has detailed styling — especially in the engine compartment — and neither motorcycle sports an exotic aluminum frame; the CBRs' computer-designed, diamond-type frames are steel. Engines on both motorcycles are completely enclosed, and Honda claims the new windtunnel-designed bodywork makes the CBRs the most aerodynamically-engineered motorcycles on the market.

The reason for the switch from the V-four Interceptor series to the fully-enclosed, steel-framed, in-line fours can be summed up in one word — money. It's less expensive to produce an in-line four than a V-four. That means the CBRs will be sold at a lower retail price, allowing the bikes to more effectively compete with Suzuki's GSXRs and Yamaha's FZs — an area where the Interceptors had a few problems. The CBR600F will retail for $3698, and the 1000 Hurricane will go for $5398.

The Interceptors, except for the 1987 VFR700F, are history. The VFR750 and VFR500, as well as the VF1000R, have been dropped from Honda's product line. The 700 Interceptor will still be available to consumers, and factory riders Bubba Shobert and Wayne Rainey will compete on VFR700F-based superbikes during the 1987 Camel Pro Series.

The 1000 Hurricane is powered by a 998cc DOHC, liquid-cooled transverse four-cylinder engine, which produces a claimed 130 horsepower (SAE net at the crankshaft). A gear-driven co-axial type engine balancer rotates at twice crankshaft speed, helping eliminate vibration. The engine has specially carburized, high-performance connecting rods, straight inlet ports and four valves per cylinder, which reportedly maximize intake efficiency for increased power. The hydraulically actuated automatic cam chain tensioner and the hydraulic clutch never need adjustment, according to Honda. The engine is carbureted by four 38mm constant velocity carburetors.

The CBR1000 also has a close-ratio, six-speed transmission, and a high-performance four-into-two exhaust system with interconnecting pipe. A forced air-cooled brushless generator mounts behind the cylinders.

The big-bore Hurricane is suspended by massive 41mm air-adjustable front forks, and Honda's Torque Reactive Anti-Dive Control (TRAC) helps reduce fork compression during braking. A rigid box-section swingarm and Pro-Link suspension with three-way adjustable rebound damping and hydraulically adjustable spring preload provide suspension in the rear.

The bike's stopping power comes from drilled dual front disc brakes and a drilled rear disc brake, all with twin piston calipers and sintered metal pads.

The Hurricane sports new-design, S-spoke 17-inch aluminum wheels front and rear; a high-performance, heavy-duty sealed O-ring chain, and a large 5.5 gallon fuel tank which swings out of the way for easy engine maintenance.

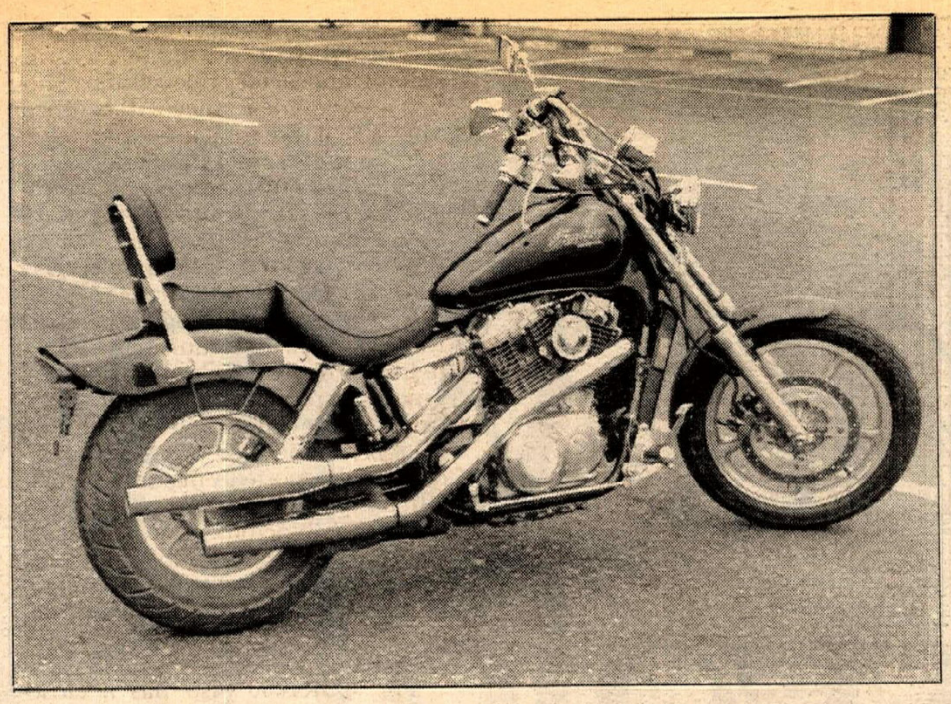
Aerodynamically designed and fully enclosed bodywork provides good rider wind protection and minimal drag, and the race-style rear fender is mounted to the swingarm (an idea taken directly from Freddie Spencer's factory Grand Prix bike) to route heat from the rear body section and increase rider comfort.

Details include a 55/60-watt rectangular halogen headlight; large, easy-to-read electric tachometer; aerodynamically designed rear view mirrors; 12-volt, 14-AH battery; and 12-month unlimited mileage warranty.

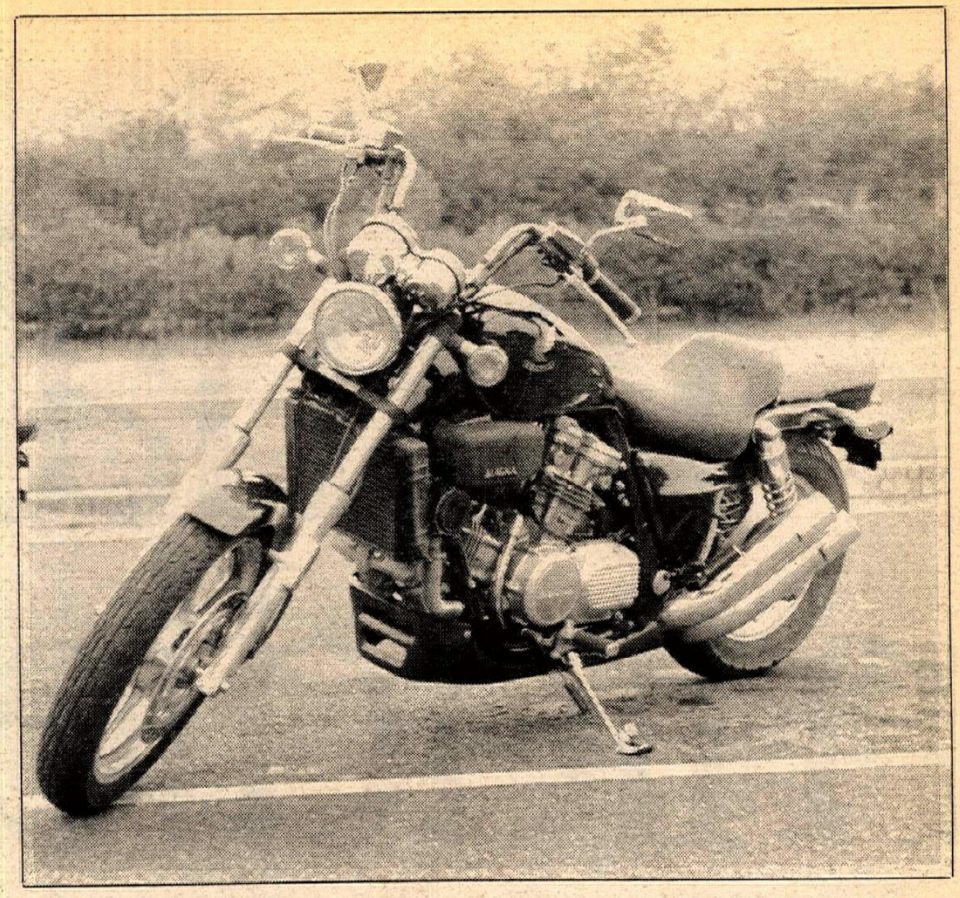
The 600 Hurricane boasts a compact 598cc DOHC liquid-cooled transverse four cylinder engine which produces a claimed 83 horsepower (SAE net at the crankshaft); the engine weighs only 140 pounds.

The smaller Hurricane has what Honda calls an "ultra-efficient combustion chamber design" which allows an 11.0:1 compression ratio for optimum power without the use of special fuel. The chamber has a large valve area and cylinder angle is canted 35° (the cylinder angle is canted only 12° on the larger CBR1000). Other engine features include straight inlet ports, four valves per cylinder, lightweight silent-type cam chain that requires no adjustment, and close-ratio six-speed transmission.

The 600 is carbureted by four 32mm diaphragm-type high-performance constant velocity carburetors; has a four-into-one stainless steel exhaust system; and sports a high-efficiency, triple-layer aluminum oil cooler and a lightweight aluminum radiator. Engine temperatures on both Hurricanes are controlled by a combination of water-, oil-, and air-cooling.



The Shadow VT1100C has been restyled from the ground up for 1987. The big V-twin has a lower wheelbase and a superwide rear tire.



The Magna VF700C also has been revamped for 1987. It has a longer wheel base, lower seat and radical new exhaust configuration.

The smaller Hurricane is suspended in front by 37mm forks with TRAC anti-dive, and rear suspension is similar to the CBR1000F. The CBR600 also has drilled dual front disc brakes and a single drilled disc in the rear; 17-inch S-spoke aluminum wheels; heavy-duty O-ring chain; and a swingarm-mounted rear fender. Fuel tank capacity is 4.4 gallons and seat height is a low 30.3 inches.

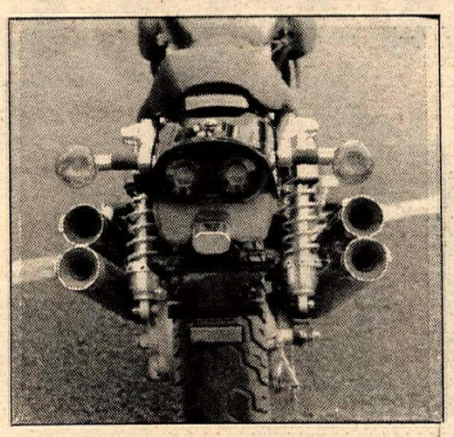
Details on the 600 are the same as the CBR1000, including the 12-month unlimited mileage warranty. Production Hurricanes will be available in America in blue/black (1000) and white/black (600) color combinations sometime in April or May.

Honda has decided to take a new stab at the custom sport market in 1987 by completely restyling last year's Shadow 1100 and Magna 700. The Shadow reportedly has a more powerful engine that provides more torque; a wide ratio four-speed transmission; a longer, lower chassis; and the largest rear tire ever put on a production motorcycle; the Shadow will retail for $4898. The Magna also boasts a new, more powerful engine (increased 4.5 horsepower to bring it to 80 horsepower total); radical "hot-rod" styling; ultra long, low chassis and low seat; and a dish-style solid aluminum rear wheel. The Magna will sell for $3998.

The VT1100C Shadow is powered by a 1099cc, liquid-cooled 45° V-twin, and Honda's offset, dual-pin crankshaft reportedly produces perfect primary balance. Redesigned three-valve, twin-spark plug cylinder heads and fins enhance the Shadow's custom appearance. The big engine has a hydraulic valve adjuster system designed to eliminate valve adjustment, and also sports maintenance-free automatic cam chain tensioners. The engine is fueled by two 36mm diaphragm-type constant velocity carburetors.

Other features include a slim radiator which improves styling; a hydraulically-assisted clutch designed never to need adjustment; radical-style exhaust system with both pipes on the right side; electric starting; and digital solid state ignition.

The Shadow has 41mm air-adjustable front forks; stylish twin, chrome rear shocks; a large front disc brake with twin piston caliper and large rear drum brake; strong, lightweight five-spoke cast alloy wheels; a huge 170/80-16 rear tire; shaft drive; low 26-inch seat height; chrome pullback handlebars and forward-mounted footpegs for full custom seating position; 3.4 gallon fuel tank; and chrome sissy bar with padded backrest.



The Magna has a radical four-into-four, dragster-type exhaust.

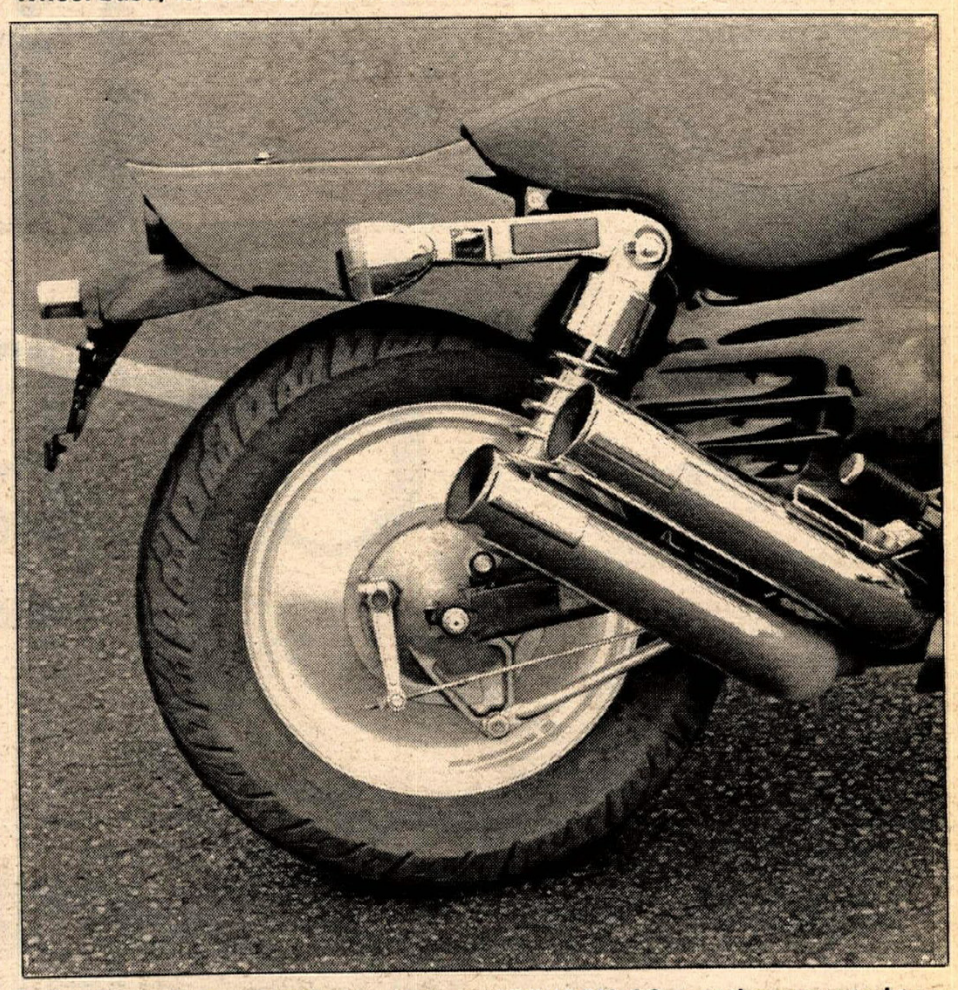
Additional features include a 55/60-watt halogen headlight; large chrome-plated speedometer; several chrome-plated and polished detail pieces (headlight, side covers, side stand, shift and brake arms); 12-volt, 16AH battery; and large dual horns. The Shadow will be produced in America at Honda's manufacturing plant in Marysville, Ohio.

The Magna's liquid-cooled, DOHC 90° V-4 has perfect primary balance (according to Honda), tapered inlet ports, four valves per cylinder, compact engine design, screw-type valve adjusters, and four high-performance 32mm diaphragm-type constant velocity carburetors. The hydraulic clutch reportedly never needs adjustment, and Honda claims the five-speed-plus-OD-sixth transmission provides "responsive city performance and open road fuel economy." The bike also sports a radical four-into-four dragster type chrome-plated exhaust, a 350-watt AC generator, and digital ignition system.

In the suspension department, the Magna has 39mm air-adjustable front forks, and chrome-plated rear shocks mounted to a rectangular-section swingarm; the rear shocks have five-way adjustable spring preload.

The newly designed frame allows a long 65.4-inch wheelbase, and a low 27.8-inch seat height, which helps enhance the bike's custom styling. Brakes include a large, drilled front disc and rod-actuated rear drum. The Magna has a five-spoke, 19-inch front wheel, a low-profile, 16-inch "solid dish" aluminum rear wheel, and tubeless tires front and rear; the rear tire is a wide, low-profile 150/80-16, which complements the radical styling of the bike.

The shaft-driven Magna has a 27.8-inch seat height, new design swept-back handlebars, two-piece seat with detachable pillion, new sponge-rubber style handgrips and a large 3.4 gallon fuel tank for extended cruising.



The Magna's new styling includes a 150/80H-16 rear tire mounted to a low profile, 16-inch "solid dish" aluminum rear wheel.

Details include a 55/60-watt halogen headlight, and easy-to-read electric tachometer, keyed fork lock, and chrome detailed items (shift and brake arms, meter covers, sidestand, etc.). Both the Magna and the Shadow have Honda's 12-month unlimited mileage warranty.

Most other Honda models remain the same or have been changed only slightly for 1987.

The Shadow VT700C, Honda's other mid-sized custom bike, is the same as last year's model, except for a few changes in graphics.

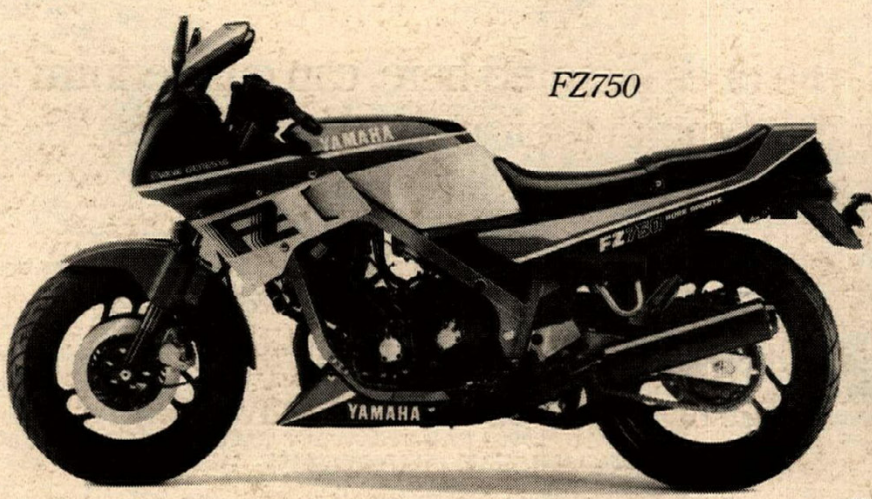
In the touring class, Honda still offers the Gold Wing Aspencade and Interstate, but has dropped the Aspencade SCI. Improvements to both new Gold Wing models include new graphics, a new three-stage foam seat; reduced exhaust and drivetrain noise levels, and the addition of Dunlop Touring Elite GT rear tires. On the Aspencade only, Honda has added electronic cruise control, an all-new fairing with a new ventilation system, and a radio filter to enhance reception.

For the entry-level rider, Honda still offers the Rebel CMX450C and the Rebel CMX250C; both bikes sport 1987 graphics, but remain unchanged from 1986 models.

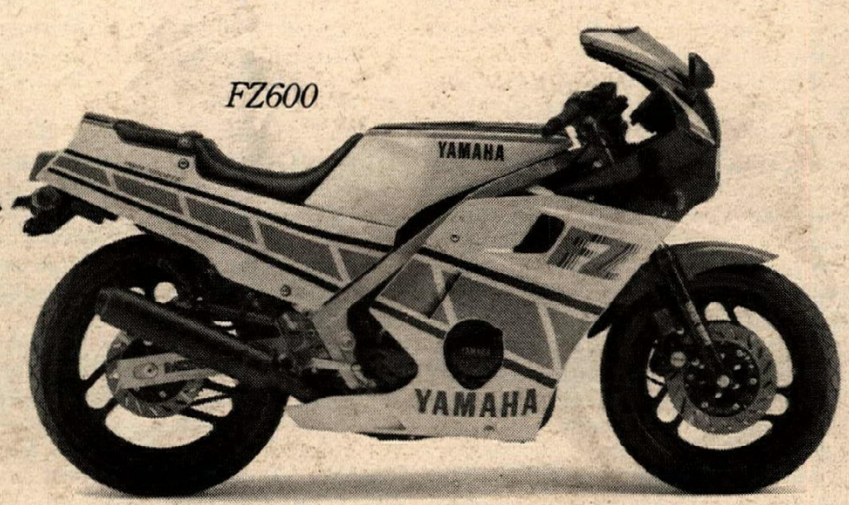
In the dual purpose catagory, Honda's XL motorcycle series offers new graphics but no new features. Returning for another model year are the XL600R and the XL250R.

Also offering nothing more than new graphics for 1987 are the TL200R Reflex and the XR-R series of off-road enduro motorcycles, including the XR600R, XR250R, XR200R, XR100R, and XR80R. •

Yamaha wins middleweight a titles after of grueling



FZ750



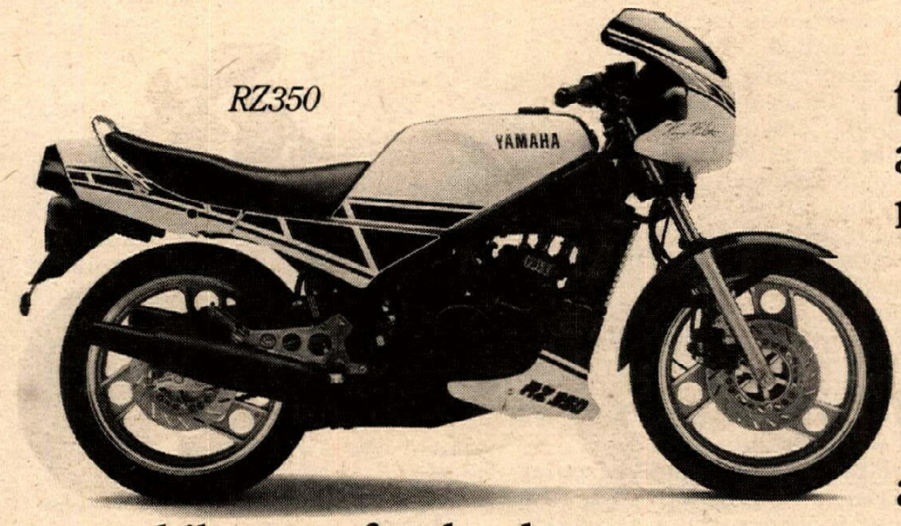
FZ600

It was truly a test of champions—a six-hour workout over the tough Road Atlanta course, made even more treacherous by a constant drizzle.

All in all, a perfect arena for the fifteenth and final round of the WERA championship series.

At the bell (okay, checkered flag), Yamaha riders took all three production bike classes and the middleweight

heavyweight, and lightweight r 6 hours road work.



superbike race for the day.

More important, Road Atlanta gave Yamaha a sweep of the production bike championships for the entire series. Proof that box-stock Yamahas, such as the ones pictured here, can out-perform anything in their respective classes, round after round.

Of course, they don't do too badly in race trim, either. Yamaha riders also clinched the superbike series championships in the Heavyweight and Middleweight divisions.

All of which should make choosing your next bike a unanimous decision.

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Winner of SoCal M.C.'s Fremont Valley Hare and Hound, Cliff Thomas (402) edged Charlie Morris, Jr. by 10 seconds at the end of the 84-mile race.

Thomas squeaks to Fremont Valley H&H win

By Anne and Tom Van Beveren
Photos by Tom Van Beveren
FREMONT VALLEY, CA, NOV 9

In one of the closest finishes in AMA District 37 desert racing this year, 250cc Yamaha ace Cliff Thomas squeaked in to take the checkered flag less than 10 seconds ahead of fellow 250cc pilot Charlie Morris, Jr. and Open Expert Paul Krause at SoCal M.C.'s 42nd Annual Hare and Hound.

After leading for most of the tough 84-mile race, it was touch and go for Thomas on the final run in to the finish. A last minute charge by Morris and Krause had them closing up fast, and with oil leaking out of a hole in the Yamaha's side case, Thomas was not sure he could make it to the finish line.

"Looking at the side case, I think I'm lucky that I made it this far," Thomas said after holding on just long enough to take the checkered flag. "I've been leaking oil for about 10 miles and I was just hoping I'd finish in time. I'm real glad I get my new bike next week — it's a 1987 250 from Montclair Yamaha. I think this poor bike's just about had it!"

With Team Husky's Dan Smith and a number of District 37's other top contenders still in Mexico after the running of the SCORE Baja 1000 two days earlier, the race was up for grabs as the 450 entrants lined up for the start.

But when the banner dropped at 9:15 a.m., it was obvious that Cliff Thomas was determined to make the race his.

Thomas grabbed the holeshot and was out in front as the Amateur/Expert riders ran across the valley and up to the hill-top bomb.

In an all-out push to make it two in a row after his win at the Barstow Grand Prix the week before, Thomas was hard on the gas as he passed the bomb — just ahead of Team Husky's Dan Ashcraft, who was about the only competitor from the Baja 1000 to make it back in time for the race.

Husky-mounted Eric Hallgath was third overall with Tom Willis close behind as the racers picked their way down a steep bluff and then hit a jeep trail leading out into the 42-mile first loop.

A combination of thick dust and a run directly into the low-lying morning sun gave the leader a huge advantage on the jeep trail, and on the short run up the trail to the first sandy uphill Thomas extended his six bike length lead at the bomb to almost a quarter mile.

Ashcraft was still pushing hard in second overall as the pink-ribboned trail ran out of the sandy terrain and into a series of steep uphills and loose rocky downhills. The course then made a sweeping turn to run through the steep rollers on the way towards the California City play-riding area.

As the trail hit the rocky terrain and the dust started to thin, there was a lot of reshuffling going on back in the pack.

Krause was getting his Open class Honda underway after a multi-kick start got him caught in the dust, and left him back in 13th overall at the bomb.

"This thing is just impossible to kick over on the starting line," Krause said about the bike he has been breaking in for the November 29 Barstow-to-Vegas race. "It's okay when you're just playing around, but the minute you get to a race, it just won't start. It was so bad I'd given up trying and was sitting on the starting line pouting for a while there."

Another late starter was Morris, who was back in 15th overall at the bomb. Thick dust kept Morris pinned down in the early stages of loop one, but the tenacious Husky pilot started picking up the pace as soon as the dust thinned and was soon moving up through the ranks.

One of the best comebacks of the day was by KTM 500 pilot Ed McCoy. In his first race since the AMA National Hare and Hound Championship event in Searchlight, Nevada, in March, the ex-motocrosser got thoroughly dusted as the banner dropped and was back around 30th overall at the bomb.

Some rapid riding in the back section of the first loop launched McCoy up through the pack, and by the time he hit check three he had already worked his way into 15th overall.

With Thomas still out in front, the loop made a final turn towards home check and dropped the riders over the edge of the ridge — sending them careening down a long, rock-littered downhill to the valley floor.

A record-setting pit by the Checkers M.C. put Thomas out into loop two just over a minute ahead of Tom Willis, who had taken over third overall when Eric Hallgath dropped out of the running late in first loop. Willis then moved into second when Ashcraft was forced to retire in the pits after reportedly tearing off a front brake line.

Almost five minutes back from Willis was a pair of 250s piloted by Phil Gorgone and Morris, racing neck and neck in a bid for third overall with Krause thundering through not far behind.

Ed McCoy had battled his way through into seventh overall going into loop two, with Kenny Parry's Yamaha 250 and the first C Class bike — a Kawasaki ridden by Brett Howell — hard on his heels.

The first Vet out into loop two was Jamie Davenport in 11th overall with the first Amateur — David Alford on a 250cc Honda — running a high 13th overall, eight and a half minutes behind Thomas.

Loop two was another 42-mile section that crossed Highway 395 to run out towards Trona Road.

Out in front, Thomas continued to draw away from the rest of the field, tackling the more rugged terrain of the second loop with ease, and making short work of the walk-your-bike road crossings. But just when the leader was starting to look untouchable, his Yamaha threw a chain.

"It seemed like I'd only just got going in the second loop when I lost the chain," said Thomas. "I had to stop for about five minutes to fix it. You should've seen me — I was in such a hurry to get going again that I forgot to put my gloves back on! They're still out there on the course somewhere."

With his lead cut back to almost nothing by the repair stop, Thomas was hard on the gas in a bid to open up the winning margin again.

A stroke of good luck for the leader came when second-placed Tom Willis, who was just one minute behind the leader going into loop two, started having problems early on and dropped off the pace. With Willis effectively out of the running, Thomas's nearest competition was from the 250s piloted by Phil Gorgone and Morris, with a gap back to the Open class bikes of Krause and McCoy, who was continuing his rapid rise up through the ranks.

As the racers reached the half-way point in the loop, Morris forced his way past Gorgone into second overall. Krause followed his lead and leap-frogged past Gorgone into third, with McCoy repeating the maneuver to force Grogone back into fifth.

Still out in front and with only 10 miles to go, Thomas's Yamaha threw its chain again — cutting his winning margin back to nothing for the second time, and tearing a hole in the side case in the process. Thomas remounted the chain and, with oil dripping out of the hole in the side case, started the run into home.

With the hard-charging Morris/Krause/McCoy trio coming up fast, Thomas had the Yamaha wrung out to the limit on the final stretch of the race and powered across the finish line just 10 seconds ahead of Morris. Krause was another bike length behind with McCoy another few seconds back.

"That was a fun race, but it was getting pretty close at the end," said Thomas. "I led all the way except for when I bailed about half way round the first loop. Dan Ashcraft got past me and it took me a while to get back in front of him, but after that I was in front pretty much all the way.

"Mechanically, the race was awful! I bent my bars when I bailed and the chain just wouldn't stay on — and I don't think I have any oil left.

"But I loved the course. I thought it was really, really challenging."

Morris (Answer/Grand Sport Tires) said he wished the course had been a few miles longer.

"About another four miles and I could've had him," he said. "I spent the whole race picking people off because I got a bad start, and I was finally getting there when we hit the finish. If I could've had another couple of miles, I would've done it."

Morris, who wanted to thank Downhill Alexander for working on his shock, said his only problem was the thick dust on the course. "When you're trying to get up past everyone it can get pretty dusty in there," he said. "That slowed me down a lot in the first loop."

Krause, who took third overall/first in the Open class, said he rode most of the first loop more by feel than by sight.

"My start left me way back in the pack and I couldn't see anything," said Krause (Escondido Honda/Spectro/IMS). "I don't think I saw any of the first loop. I just rode in the dust the whole way — pretty fast, too!

"And then I got a flat rear tire going out on loop two — that made it fun!"

Second in the Open class went to Ed McCoy (fourth overall), who said he spent the entire race trying to make up for a bad start.

"I got off okay when the banner dropped, but I got stuck in a little ravine on the bomb run and stalled," McCoy said. "That put me way behind. I was working so hard, but in the dust you couldn't do that much.

"And then I crashed and tore my front fender. I lost my tank card when the fender fell off and I figured they might disqualify me for that — but if you look at the bike I've got check marks all over it. The guys out there put marks on the tank, on the back fender — everywhere! They were great."

The first 125cc machine to complete the course was a Kawasaki ridden by Brett Howell in ninth overall. •

Results

OVERALL: 1. Cliff Thomas (Yam); 2. Charlie Morris Jr. (Hus); 3. Paul Krause (Hon); 4. Ed McCoy (KTM); 5. Phil Gorgone (KTM); 6. Scott Stearns (Yam); 7. Ken Oviatt (KTM); 8. Kenny Parry (Yam); 9. Brett Howell (Kaw); 10. Sean Bradley.

OPEN EX: 1. Paul Krause (Hon); 2. Ed McCoy (KRM); 3. Ken Oviatt (KTM).

250 EX: 1. Cliff Thomas (Yam); 2. Charlie Morris Jr. (Hus); 3. Phil Gorgone (KTM).

125 EX: 1. Brett Howell (Kaw); 2. Mike Heyler (Yam).

VET OPEN EX: 1. Bill Saltzman (Hus); 2. Jamie Davenport (Hon); 3. Greg Winters (Kaw).

VET 250 EX: 1. Bill Postel; 2. James Vincent; 3. Scott Anderson.

SR OPEN EX: 1. Ron Paproski (KTM).

OPEN AM: 1. Dave Benzler; 2. Doug Broaddus; 3. Steve Rogrs.

250 AM: 1. David Alford (Hon); 2. Oliver Rathlein; 3. Darrol Taylor.

SMX/Yamaha California Classic MX Series: Final round

Mabery hot at Perris

By Terry Whytal

PERRIS, CA, NOV. 9

Yamaha rider Jeff Mabery claimed wins in both the 125cc Pro and 250cc Pro classes at the 1986 SMX/Yamaha California Classic finale. The 10-race series started in April with each event spaced throughout the season to best avoid conflicts with other events. The Classic was spectacularly successful for the SMX club with rider and spectator attendance breaking many records at the three southern California tracks used for the event.

With DeAnza and Perris Raceways each hosting four races while Glen Helen was the course of choice for two, the final battle for the $100,000 in prizes and contingencies came down to the final race at Perris. And while Mabery went home with the day's big purse it was Intermediate rider Jimmy Lewis who won the series point chase and the first of four Yamahas donated by Yamaha Motor Corporation, the California Yamaha Team Center Dealers and four local dealerships — La Habra Yamaha, Orange County Cycle, Malcolm Smith Cycles, and Sunwest Yamaha.

Lewis was first but far from last in the prize-winning points chase as the top 100 competitors in the series will all receive prizes at the awards presentation to be held at Glen Helen Raceway at the intermission of the November 23 regular SMX Sunday race. In addition to the four YZ125s, other prizes include Malcolm Smith gear, Answer gear, Bell helmets, Pirelli tires, Scott goggles, Silkolene oil products, Tsubaki chain, Acerbis plastics and White Power rear shocks donated by White Bros.

The first 250 Pro moto featured a tough five-rider battle for the lead position as Mabery, Kevin Allman and Ti Swartz, sandwiched Tony Spear and Frankie Brundage in the lead pack. Near the halfway point the final finishing order began to assert itself as Mabery moved to the front and Swartz and Spear faded. At the checkers Mabery had a comfortable lead with Allman second and Brundage third.

Mabery once again proved dominate in the second round as he cruised to the checkers and the overall win. But the mud-slinging behind the winning Yamaha intensified as Spear rode a determined moto to finish third behind Brundage. Spear's second moto performance moved him to third overall behind Mabery and Brundage as Allman had to settle for fourth and Swartz dropped to fifth.

Win number two for Mabery came at the expense of Michael Craig, whose runner-up finish did not accurately reflect the excitement of his efforts. Brundage placed third overall just ahead of a charging Joey Tuttobene.

Mechanical problems decimated the Open Pro class but finishers Mark White and Tim Cauby, both on Yamahas, split moto wins with Cauby getting the overall nod with the second moto tie-breaker.

In recent months Craig Davis has certainly had the measure of the Intermediate classes, sometimes winning all three displacement categories and this Sunday he went two-for-two as he piloted his Yamahas to the front of both the 250cc and Open races despite very intense competition from fellow Yamaha rider Kenny Maddux. Maddux picked up a moto win in each class but Davis got the points when they counted most to leave Maddux with the number two trophy in each event. Series winner Jimmy Lewis placed third in the 250cc class.

Keeping the Yamaha win streak alive in 125cc Intermediate action was winner Brett Duncan who outpointed Lewis for the win.

Three-time National MX Champion Gary Jones clinched the top Vet Expert position with another win. Yamaha-mounted Jones has been at or near the front of every series race in what many consider the toughest class of all as many Vet Expert class riders still ride Pro classes and often finish higher in the money classes than in the Vet Expert battles.

Yamaha-mounted David Chunn edged Mike Johnson for the Vet Intermediate win.

The Vet Novice win went to Frank Mierau as he cruised his Honda to the overall win despite a two-moto chase by runner-up Jack McCormick.

Yamaha riders Steve Bussell and Ed Duncan dueled in the Old Timer Expert class with Bussell taking the win and Duncan placing second.

Cycle News ad master Terry Pratt rode his Yamaha to the Old Timer Novice class victory, winning both motos in the process. Keeping the race close were Tom Bristol and Chris Tuttobene, who placed second and third, respectively. •

Results

OPEN PRO: 1. Tim Cauby (Yam); 2. Mark White (Yam).
250 PRO: 1. Jeff Mabery (Yam); 2. Frankie Brundage (Kaw); 3. Tony Spear (Suz).
125 PRO: 1. Jeff Mabery (Yam); 2. Michael Craig (Yam); 3. Frankie Brundage (Kaw).
OPEN INT: 1. Craig Davis (Yam); 2. Kenny Maddux (Yam); 3. Mark Jones (Yam).
250 INT: 1. Craig Davis (Yam); 2. Kenny Maddux (Yam); 3. Jimmy Lewis (Yam).
125 INT: 1. Brett Duncan (Yam); 2. Jimmy Lewis (Kaw); 3. Erick Hilton (Yam).
VET EX: 1. Gary Jones (Yam); 2. Mark White (Yam); 3. Lee Amaradio (Yam).
125 NOV: 1. Jim Kuntsz (Yam); 2. Levin Noble (Hon); 3. Darin Green (Kaw).
OPEN BEG: 1. Ledonard Kilman (Yam); 2. Tom Anderson (Yam); 3. Gary Covington (Yam).
250 BEG: 1. D. Cartwright (Yam); 2. Tim Loos (Yam); 3. Doug Newhouse (Kaw).
125 BEG: 1. Mark Dwyer (Yam); 2. Dannon Burg (Yam); 3. Alan Chuiminatta (Yam).
80 INT STK: 1. Mike Chamberlain (Yam); 2. Chris Raceles (Yam).
80 NOV STK: 1. Louie Romo (Yam); 2. Jeremy McGrath (Yam); 3. Tony Amaradio (Yam).
80 BEG STK: 1. Ramon Noriega (Yam); 2. Dean Briggs (Yam); 3. Shane Scarpiello (Yam).
80 EX MOD: 1. Tommy Clowers (Yam); 2. David Germain (Hon); 3. Todd Mitchell (Yam).
80 INT MOD: 1. Chris Raceles (Yam); 2. Doug Dugger (Hon); 3. Ray Hensley (Yam).
80 BEG INT: 1. Shane Scarpiello (Yam); 2. Kirk Condurachi (Yam); 3. Ramon Norediga (Yam).
80 NOV INT: 1. Louie Romo (Yam); 2. Jeredmy McGrath (Yam); 3. Nick Morgan (Yam).

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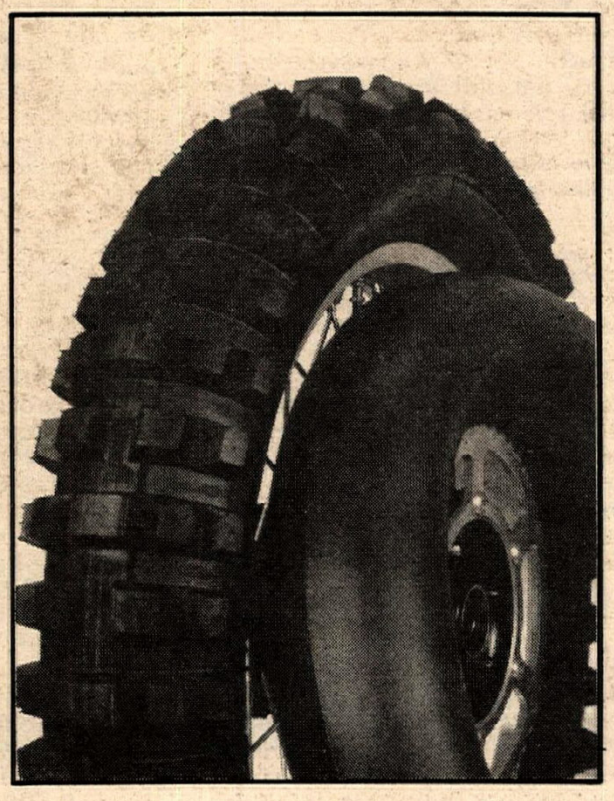
two. **1st Overall** Fastest Motorcycle

three. **1st Place** Class 22

four. **1st Place** Class 30

five. **2nd Place** Class 21



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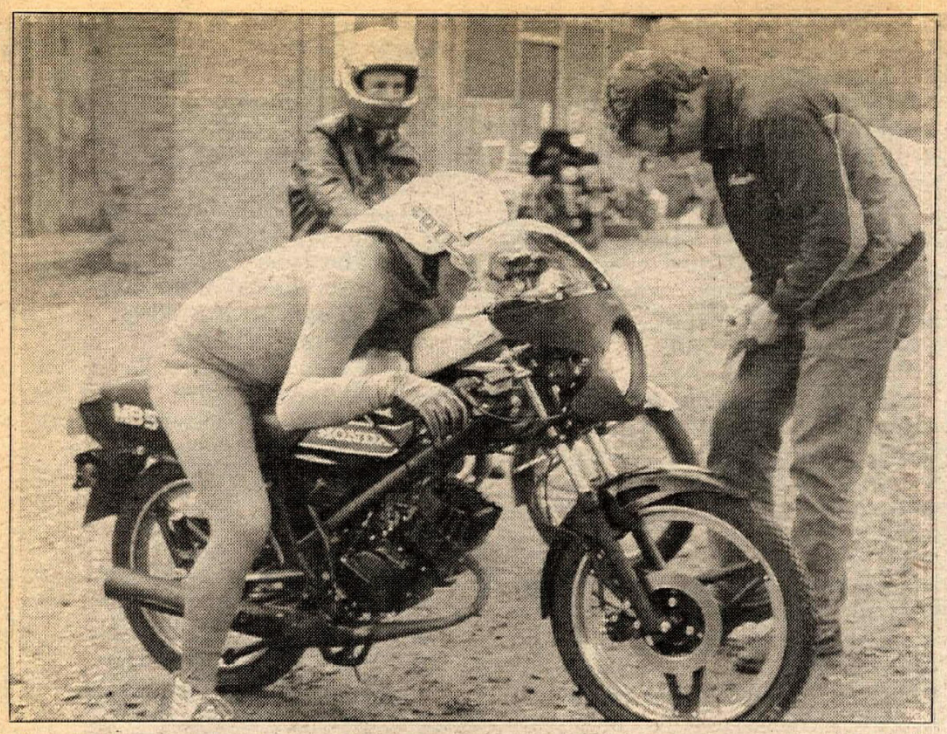

Promoter Ben Cheatwood (right) was greeted by riders wearing all kinds of garb at the start. This guy appeared set to switch from a bike to skis.

The new Yamaha YSR50 was ridden by several competitors, including Greg Harrison, editor of American Motorcyclist magazine.

True Grits fun run

By John Getrich
Photos by Bob Lenk and Getrich

SUCHES, GA, OCT. 26

For the fifth straight year, motorcyclists seeking some good old fashioned fun flocked to TWO Campgrounds in the north Georgia mountains for the True Grits 50cc Road Reliability Run.

Among the entrants on hand to compete for no prize money and hand-me-down trophies, which were donated by those who had won them last year, were motorcycle racing legends John and Jack Penton and Gary Bailey, the professor of motocross. Also on hand were the not so legendary Dave Despain, host of television's MotorWeek Illustrated, and Greg Harrison, editor of American Motorcyclist magazine.

What is the True Grits 50cc Road Reliability Run, you ask? Well, it's a bunch of motorcycle enthusiasts, of questionable sanity, who strip themselves to 50cc motorcycles and ride them 97.8 miles through the north Georgia mountains.

Granted, the Georgia mountains are not the Alps, but on a 50cc motorcycle, they compare at least with the Rockies.

The True Grits extravaganza is the brainchild of Ben Cheatwood. To kick off this year's event, promoter Cheatwood hosted an All American All You Can Eat Grits Breakfast. There were fried grits, boiled grits, broiled grits, stewed grits, grits with red-eye gravy, grits ala mode and the most popular, grits thrown away.

John Penton, former National Enduro Champion and owner of Hi-Point Racing Products, liked the run but not the breakfast. "The scenery was beautiful, the course was well laid out, and my bike ran great. But why did they give me wallpaper paste for breakfast?" Needless to say, John's a Yankee.

The machinery ridden in the run was as common as box stock Honda MB-5's and as exotic as Yamaha's soon-to-be-released YSR50. In between there were a few watercooled Zundapps, a moped or two, a 1967 Harley-Davidson M50S, and a tricked out MB-5 from Duluth, Georgia's ProLine Honda that leaped most of the mountains in a single bound and that ProLine Honda swore up and down was legal.

The riders were equally bizarre. Floridian John Wiser was dressed as an ear of corn. When asked why, Wiser replied, "How in hell can you dress like a grit?" Makes sense. Wise had the misfortune of getting lost on the course. Getting directions was not easy. "The first guy I asked just backed away and wouldn't even talk. The second guy talked but wouldn't come close enough to look at my map. The third guy, though, was really weird. He gave me directions just like everything was normal and everybody rode around looking like an ear of corn and then went back to raking his leaves," Wiser recounted.

There were some unusual training methods for the True Grits event. Dave Despain bought a copy of Zen and the Art of Motorcycle Maintenance. Every night for two weeks prior to the run, Despain put the book on the floor, sat on it, and tucked his arms and legs as close to his body as he could get them. Dave's wife, Wendy, then beat him with a 2x4. Despain said, "If you're six-feet, six-inches tall, try it. Then they'll know what it feels like to ride a 50cc bike over 97.8 miles of mountain roads.

Professor Bailey's program was much simpler. Every night for a month he sat on a blender turned up to full speed.

Editor Harrison, one of the larger entrants at 220 pounds plus, did not train at all. "I figured I didn't need to. My weight gave me a bid advantage going down the hills. New year I'm going to work on getting up the other sides."

Frank Cheek, owner of TWO (Two Wheels Only) Campgrounds, has hosted the run since its inception five years ago. He's the perfect host with the perfect facility. TWO offers motorcyclists a place to camp, a good place to eat, and a great place to bench race. It's located in the middle of some of the best riding in the country. TWO is a must for motorcyclists traveling through north Georgia, and the annual True Grits 50cc Road Reliability Run is a must for anyone seeking a fun day.

Gary Bailey said it best: "This is one of the most fun things I've ever done on a motorcycle. Today it seems like everything connected with bikes is so serious, and that's not what motorcycling is all about. We need more things like this; we need to start having fun again."

The trophy presentation was almost as long as the run itself. There were trophies for the Best Dressed the Fattest, and the True Grits trophy for the overall winner, Glen Bailey. But then, everyone who participated left a winner. •

Results

OVERALL: Glen Bailey (Hon).
L/W: 1. Erv Dailey (Hon); 2. Dale Barris (Hon); 3. Tim Weaver (Hon).
M/W: 1. Vern Morten (Hon); 2. Rick Burnett (Hon); 3. Ken Miller (Hon).
H/W: 1. E.C. White (Hon); 2. Terry Cunningham (Hon); 3. Curtis Carpenter.
YGTOBK: 1. Mike Church (Hon); 2. Malcolm Citron (Hon); 3. Jim East (Hon).
NERD: 1. Dave Despain (Hon); 2. Leroy Powell (Hon); 3. John Penton (Zun).
OLDEST BIKE: 1967 H-D M50S (Mike Kavula).
LOST: John Wiser.
RABBIT: Greg Hansel (Hon).
LADIES: Jeannie Lappebendere; 2. Debbie Cheatwood (Hon).

Watkins wails at Camptown MX

By Susan William

CAMPTOWN, KY, OCT. 19

With community support and hard work Camptown MX Track opened with a $3400 purse divided between riders from five states. Yamaha rider Scott Watkins and Honda pilot Mark Melton ended up the top money winners.

The first moto of the 125cc Pro class saw Kentucky native Watkins lead the field around the natural-terrain track. Melton, who recently signed a contract for the '87 season with Yamaha, was riding one of his last races on a Honda. The white flag lap saw Watkins secure the moto win when Melton went down and lost valuable time, taking the heat off Watkins, Melton ended up second and Kenny Bollmeier claimed third after passing Billy Abel.

Moto two was again a dogfight for first place, but Melton was out front with Watkins in pursuit. Watkins was on the rear fender of Melton's machine for over half of the moto, then Melton had a second wind and passed Watkins for the lead. Bollmeier also was able to pass a fading Watkins. Melton rode on for first with Bollmeier second and Watkins third.

Abel fired off the line in the first 250cc Pro moto with Melton hot on his trail. Melton squeezed in close to Abel and cut by on the inside. Abel gassed it in an attempt to repass Melton, but was unable to. Melton clung to first with Abel taking second place.

Abel again was quick out of the gate with Watkins in second. Watkins got by Abel to take the lead, but he went too wide in a turn and Abel got by to regain the top spot. By lap three, the winner of the moto was decided as Watkins repassed Abel for the lead and held it to the checkered flag. Third place was up for grabs as Polling, Bollmeier and Melton fought for the spot. Melton got by Bollmeier then opened the throttle, in pursuit of Polling in the third position. Melton went down in the whoops and dropped off the pace. Polling held onto third at the finish

Results

250 PRO (1ST MOTO): 1. Mark Melton (Hon); 2. Bill Abel (Hon); 3. Todd Polling (Hon).
250 PRO (2ND MOTO); 1. Scott Watkins (Yam); 2. Bill Abel (Hon); 3. Todd Polling (Hon).
SR: 1. Harvey Whitaker (Hon); 2. George Palmeri (Yam); 3. David Duff (Hon).
125 B: 1. Steve Drake (Kaw); 2. Kevin Pooack (Yam); 3. Rod Foley (Kaw).
250 B: 1. Steve Drake (Kaw); 2. Brian Campbell (Hon); 3. Eric Davis (Yam).
125 PRO (1ST MOTO): 1. Scott Watkins (Yam); 2. Mark Melton (Hon); 3. Kenny Bollmeier (Yam).
125 PRO (2ND MOTO); 1. Mark Melton (Hon); 2. Kenny Bollmeier (Yam); 3. Scott Watkins (Yam).
50 AUTO: 1. Jake Morris (Yam); 2. Melody Campbell (Yam); 3. Chris White (Yam).
NOV: 1. Billy Gilbert (Kaw); 2. Bobby McQuinn (Kaw); 3. Chris Whisman (Kaw).
SR MINI: 1. Brett Melton (Hon); 2. Scott Kittrell (Suz); 3. Robert Deaton (Kaw).
JR MINI: 1. Chuck Drake (Kaw); 2. Robert Deaton (Kaw); 3. Bo Morris (Kaw).
PEE WEE: 1. Chuck Drake (Kaw); 2. Bo Morris (Kaw); 3. Ryan Duff (Kaw).

Huskey Pirates Black Derby Scrambles win

By Ironman Mike

EMMETT, ID, OCT. 12

Hi-Point/Smith/Huskey A-E Suzuki's Daniel Huskey stole the Pro class victory from Rich Taylor at the last moment when Taylor's Yamaha YZ ran out of gas less than a half mile from the finish of Black Derby Racing's 4th Emmett Scrambles.

HRP/Smith/Team Scream rider Steve Johnson pulled an amazing holeshot over former World and National Champion Danny LaPorte, Taylor, Jim Baugh, Mike Harris, Huskey and Ron Dillion, to lead the Pros around the first lap. However, LaPorte stormed past Taylor and Johnson to take the lead. Huskey was also busy, forcing by Harris, Baugh, Taylor and Johnson in pursuit of Team Scream's LaPorte. LaPorte had what seemed to be an insurmountable lead; over one minute by the end of the first 6.2-mile lap. Unfortunately, Danny's silencer fell off on the second lap, allowing him to climb some of the steeper hills only in first gear — on a KTM 500MXC!

LaPorte came in for repairs while Huskey took over the lead — but only for a while, as Taylor slipped past on the closing laps. Rich stretched out a commanding lead over Daniel and Johnson, until his YZ ran dry just barely one-third of a mile from the pits. Huskey and Johnson rode by Rich to take first and second. Huskey came back and gave Rich gas, so Rich pulled off a third over Dillon, Baugh, Harris, and LaPorte, who finished two laps down.

Ross Boyd nailed the Open Expert holeshot, and rode brilliantly to take the win over Tyler Eckard, Curt Dice, Dillon Racing Team's Clint Murray, and Rick Meredith, who ran well until his chain broke.

Ryan Dean smoked the 250cc Experts, passing almost all of the big bores enroute to his class win over Bob Carlberg and Joe Wood.

Huskey A-E Suzuki's Mike Kelly battled his way past Dillon Racing's Bill Ballard and Maier/104+/Honda of Caldwell's Rick Dooms to pull off the 125cc Expert class win.

Team Scream's Roger Dubree sliced past a surprised Howard Dean and Tom Lambert to capture the Vet Expert win. Hook Taylor thrashed his way up through the pack for fourth over Phil White, while Jim Hopkins fought off the determined attacks of Jammin' Jim Lyngar for sixth.

The Senior Expert class witnessed Kevin Magenis stretching an early lead. But Whiz McNeal's strong riding carried him to the win over Magenis and Tom Harris.

Results

PRO: 1. Daniel Huskey (Suz); 2. Steve Johnson (Suz); 3. Rich Taylor (Yam).

OPEN EX: 1. Ross Boyd (Kaw); 2. Tyler Eckard (Kaw); 3. Clint Murray (Yam).

250 EX: 1. Ryan Dean (Hon); 2. Bob Carlberg (Kaw); 3. Joe Wood (Yam).

200 EX: 1. Mike Kelly (Suz); 2. Rick Dooms (Hon); 3. Bill Ballard (Yam).

SR EX: 1. Whiz McNeal (KTM); 2. Kevin Magenis (Kaw); 3. Tom Harris (Hon).

VET EX: 1. Roger Dubree (KTM); 2. Tom Lambert (KTM); 3. Howard Dean (KTM).

WOMEN EX: 1. Kathy Climer (Kaw).

OPEN INT: 1. Bill Dougherty (Hon); 2. J.W. Frasier (Kaw); 3. Rick Henson (Yam).

250 INT: 1. Mike Dougherty (Hon); 2. Mike Jardine (Yam); 3. Mike Hornberger (Yam).

200 INT: 1. Shane Meredith (Kaw); 2. Larry Climer (Kaw); 3. Brad Niles (Hon).

SR INT: 1. Chuck Wright (Hon); 2. Dana Thomas (Suz); 3. Curt Eames (KTM).

WOMEN INT: 1. Elizabeth Elwood; 2. Debbie Woods; 3. Christine Linscott.

BEG: 1. Tony Murkle (Yam); 2. Scott Kaskel (Hon); 3. John Zuck.

MINI EX: 1. Scott White (Kaw); 2. Jimmy Page (KTM); 3. Robin Trower (Yam).

MINI BEG: 1. Gary Yearsley (Kaw); 2. Danny Fuhrmann (Kaw); 3. Billy Barkell (Kaw).

WHILE OTHERS WERE TRASHING ENGINES, BENDING PIPES, FRACTURING FRAMES, AND BREAKING WHEELS . . .

WE CHANGED 1 AIR FILTER ENROUTE TO A CLASS 20 BAJA 1000 VICTORY!

The Baja 1000 has always been a notorious bike buster. This year was no exception. When the dust finally cleared, the course was littered with mangled equipment and dashed hopes ... a real nightmare for riders, mechanics, and support crews who rebuilt countless machines over a 24 hour period.

Meanwhile, Cagiva's 125 WMX team -- Charles Halcomb, Duane Summers, and John Rudder -- took everything the Baja could dish out and finished on top of the 125cc Class 20 by an embarrassingly (for the competition) wide margin. But that's not all. Cagiva's spunky 125 also took the measure of many 250 and 500cc bikes, finishing 6th overall among the more than 70 motorcycle entries, and an impressive 18th overall in a total field of 200+ entries.

Cagiva's latest Baja conquest is one more reason why these rugged, low maintenance, high performance machines from Italy are capturing the imagination of American off-roaders. Put a 125 WMX to your toughest test at a Cagiva dealer . . . today.

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Jeff Darland won his second consecutive overall in the ADRA Desert Championship with his win in the 10th Annual Vulture Mine 100.

Darland dynamite at Vulture Mine 100

By Daryl Drake

WICKENBURG, AZ, NOV. 2

Jeff "Dynamite" Darland took his second consecutive overall win in the ADRA Desert Championship Series and moved into the points lead with a good ride in the 10th Annual Vulture Mine 100.

He and his Sunnyslope Honda/Dirt Unlimited-backed Honda CR500 covered the 125 miles of desert rock and sand in 3:28:22 to average 38.01 mph.

"Dusty — real dusty off the start," said Jeff. "I got the holeshot when alongside comes (Mike) Powers and almost passes me. I held him off and was going pretty good when (Jim) Thompson caught me but ran off the track. We then had a good race and he got out front about halfway around on the second lap. I had to chase him 'til near the end of the third lap when he got a flat.

"Then it started raining pretty hard — but I love the rain — it's better than dust!" laughed Jeff. "It was a fast, rough, good race!"

Following Darland by seven minutes was Pat Prosser second Open Expert.

Eight minutes later Pat Duncan third Open Expert, rolled in ahead of Gary Tuffin, who earned his third consecutive 250cc Expert win despite a lot of crashing.

Rounding out the top five was 250cc Expert Tim Leehe six minutes later.

Garth Sweetland, who led the points race for much of the year, was prerunning Baja and so dropped to third in the standings.

Ken Asch was off the pace but picked up the 200cc Expert win aboard his Westside Cycle Cagiva.

Early leader Thompson was a DNF, and former points leader Powers was seventh overall after pipe and tire trouble.

In the three-lap division, Clint Stephan overcame a flat tire and a broken rear brake to take the overall and Open Amateur class wins on his Apache Honda West/USA Sports/Hallman Racing/Team FOF Honda.

"It was pretty hairy in spots where you went from high speed wash to rocky trails. I'd just be sliding along on the front tire!" commented Stephan.

Nevertheless, he averaged 35.75 mph to cover the 93-mile run in 2:46:10. Open amateur Roger Huffman was next in ahead of Senior Expert winner John Kelley, Senior Expert Boyd Abbott and 250cc Amateur winner Bill Johnson.

The 200cc Amateur class winner Jeff Rogers said, "There are a lot of people riding fast out there, but a lot breaking down, too. This is the third race I've gotten hailed on and I'm getting used to it finally."

Results

OVERALL: Jeff Darland (Hon).
200 EX: 1. Ken Asch (Cag).
250 EX: 1. Gary Tuffin (Hon); 2. Tim Leehe (KTM).
OPEN EX: 1. Jeff Darland (Hon); 2. Pat Prosser (KTM); 3. Pat Duncan (Hus).
SR EX: 1. John Kelley (KTM); 2. Boyd Abbott (KTM); 3. Wayne Decklever (Hon).
200 AM: 1. Jeff Rogers (Yam); 2. Randy Killman (Kaw); 3. John Soza (KTM).
250 AM: 1. Bill Johnson (Suz); 2. Paul Kellogg (Yam); 3. Scott Stutz (KTM).
OPEN AM: 1. Clint Stephan (Hon); 2. Roger Huffman (Hon); 3. Stacey Poe (Hon).
SR AM: 1. Phil Teisl (KTM); 2. Gene Maple (Suz); 3. Neil Christman (Hon).
200 NOV: 1. Keith Williams (Yam); 2. Robert Kinnaman (KTM); 3. Steve Gallagher (Suz).
250 NOV: 1. John Peckardt (Hon); 2. Bob Morrow (KTM); 3. Greg Bartzen (Hon).
OPEN NOV: 1. Randy Putt (Hon); 2. Michael Thorn (Hon); 3. Tom Bryan (Hon).
SR VET (30): 1. Robert Chadwick (Hon); 2. Allen Poore (Hus); 3. Steve Weinstein (Hus).
SR VET (38): 1. Jim Thompson Sr. (Hus); 2. Dick Milani (Hon); 3. Gerard Freedman (Kaw).
SR SPRTSMAN: 1. Doug Seitz (KTM); 2. Mark Didway (Hon); 3. Ron Zellitti (Hon).
200 BEG: 1. Destry Abbott (KTM); 2. Frank Prince (Kaw); 3. Randy Toy (KTM).
250 BEG: 1. Ronald Smith (Hon); 2. Kevin Soulages (Kaw); 3. Billy Wofford (Kaw).
OPEN BEG: 1. Chris Coleman (Hus); 2. James Jepson (Hon); 3. Kevin Rosbrook (Yam).
OTHG: 1. Joe Prosser (KTM); 2. Louis LeCrone (KTM); 3. Robert Bee (Hus).
DINO CLASSIC: 1. Dan Loeffler (Yam); 2. Dan Belisle (Hus); 3. Daved McElyea (Hus).
LADIES: 1. Michelle Bee (Kaw); 2. Angie Klaja (Hon); 3. Patryka Tachick (Yam).
MINI AM: 1. Byron May (Hon); 2. Allen May (Kaw); 3. Denis Hildebrand (KTM).
MINI NOV: 1. Kevin Lythgoe (Kaw); 2. Jimmy Robbins (Yam); 3. Jeff Kraus (Hon).
MINI BEG: 1. Brian Davis (Kaw); 2. Chris Ramsey (Hon); 3. Steve Anthony (Yam).
MINI 60: 1. Clay Romo (Kaw); 3. Ryan Toon (Hon).
SIDEHACK EX: 1. Clyde Stewart (Hon); 2. Gwen Ridyard (Hon).

Hancock slides to Calhoun MX win

By Jeff Jacobsen

CALHOUN, GA, OCT. 26

Double points were given at Calhoun MX today to reward those hardy riders who braved three days of rain to compete in the sloppy conditions.

The biggest turnout was in the Senior Mini class and it was a good race. Scott Runyun took the holeshot in the first moto, but fell in an S curve, giving the lead to Paul Hancock who then slid on the long downhill, but regained control to retake the lead by the end of the first lap. Chris Dunkin, who started in fifth place made excellent time around the track to take second by the end of the first lap. On the next lap, Runyun got bogged down in the mud and dropped out, leaving Hancock and Dunkin to battle until the last lap. Hancock slid down, then Dunkin rode into him and fell too. Both riders were far enough ahead to regain the top two spots.

In the second moto, Luis Gonzalez made a comeback by taking the holeshot, but was passed by Hancock during the first lap. However, Gonzalez zoomed by Hancock in the next circuit and kept his lead. The overall results saw Hancock, Gonzalez and Dunkin filling out the top three.

Results

PEE WEE: 1. Preston Moon (Kaw); 2. Jamie Kendall (Hon).
JR MINI: 1. Preston Moon (Kaw).
SR MINI: 1. Paul Hancock (Hon); 2. Luis Gonzalez (Hon); 3. Chris Dunkin (Yam).
NOV: 1. Billy Ledford (Yam); 2. Greg Clance (Kaw); 3. Billy Clevenger (Yam).
250: 1. Gene Ridings (Yam).
ENDURO: 1. Jeff Farist (C-A); 2. Randall Thurman (Yam).

Wenger bags Baylands MX win

By Mike Vancil

FREMONT, CA, OCT. 26

A daytime, long course MX is a rare event at Baylands as the popular racing venue has become famous for its many years of night motocross racing. In keeping with management's new approach to accommodating MXers preferences, including variety, the long course (Trans-Cal design) was groomed and made ready for the day's program. Jeff Wenger, who is sponsored by Coast Honda, elected to try his luck and measure his skills at this new Baylands' offering. The combination was succesful and Wenger put together a 1-2 day to capture the overall win in the Pro class.

In the first six lap moto, the battle for dominance was between veteran pro Gary Rabe and rookie pro Wenger. Rabe had the early lead but near the midpoint of the moto Wenger was able to motor by for the win.

In moto two pro Gary Hulse made his presence known. At the start Hulse grabbed the holeshot and began to stretch his lead. Rabe, too, got inspired and pushed hard behind Hulse. Neither Rabe nor Hulse's success early in the moto discouraged newcomer Wenger; by the time he got around Rabe it was practically a foregone conclusion that Hulse would win the moto. Rabe finished third in the moto and third overall.

Results

MINI BEG: 1. Kurt Nelson (Yam); 2. Eric Wafford (Hon).
MINI JR: 1. Jon Niclaus (Kaw).
125 BEG: 1. Ricky Solano (Hon); 2. Rick O'Hulleran (Hon).
125 JR: 1. Scott Mallory (Hon).
125 INT: 1. Titus J. Smith (Suz).
250 BEG: 1. Leon Frank (Hon); 2. James Perry (Hon).
250 JR: 1. Paul Midson (Hon).
250 INT: 1. Steven Hunter (Hon).
OPEN BEG: 1. Dan Lawson (Hon); 2. Gene Cardella (Yam).
OPEN JR: 1. Marc Pennings (Hon).
PRO: 1. Jeff Wenger (Hon); 2. Jack Hulse (Hon).
VET MSTR: 1. Mike Lane (Hon).

McCullough perfect at Modena Motocross

By John Spear

MODENA, NY, OCT. 12

Rob McCullough converted two superb starts into a perfect 1-1 afternoon to capture the 125cc Expert class in the 2nd Annual Modena Motofest as the Aces M.C. wrapped up its 1986 season. The Motofest is Ace's end of the year extravaganza with a van full of contingency prizes, trophies through 12 places for the amateurs, and extra payoffs to the experts being awarded.

The perfect 1-1 afternoon was McCullough's first in an MSC event this season and the transplanted Canadian could not have been happier. In the first moto, he held off Kurt McMillen, the dominant 125cc rider this season, and then took advantage of McMillen's poor second moto start to build a big lead he held to the finish.

McMillen worked his way up to third in the darkness shortened second moto but it was good only for third overall. Kurt Renzland, who finished third in the first moto, held off Kurt's attempt to pass at the finish line and took second overall.

McMillen bounced back in the 250cc Expert for a pair of wins with McCullough's 4-2 good enough for second overall. John Ryan's 2-4 took third overall.

In the Open Expert class, Mike Spear continued to dominate with another 1-1 afternoon while Rich Alexander had his best finish in the big bike class with a 2-3 for second. Keith Mann, with a 4-2, took third.

Even though he didn't win either moto, Scott Nickerson's 2-2 day was good enough to claim the overall victory in the Open Amateur class. Frank Pokorny, the first moto winner, dropped to fourth in the next moto for second overall. Frank Cornefissen won the second moto after a fifth in the first for third overall.

Results

125 EX: 1. Rob McCullough (Hon); 2. Kurt Renzland (Yam); 3. Kurt McMillan (Hon).
250 EX: 1. Kurt McMillan (Hon); 2. Rob McCullough (Hon); 3. John Ryan (Kaw).
OPEN EX: 1. Mike Spear (Kaw); 2. Rich Alexander (Kaw); 3. Keith Mann (Yam).
250 AM: 1. Scott Brehens; 2. Scott Spano; 3. Keith Gonsalves.
OPEN AM: 1. Scott Nickerson (Hon); 2. Frank Pokorny (Hon); 3. Frank Cornelissen (Yam).
SR EX: 1. Wayne Edmonds (Kaw); 2. Arthur Testanero (Hon); 3. George Bachmann (Hon).
SS EX: 1. Buzz Povall (Yam); 2. Rich Gerber (Yam); 3. Rich Strid (Kaw).
SR AM: 1. Steve Welch (Yam); 2. James Defonce (Yam); 3. Warren Rutherford (C-A).
SS AM: 1. William Malone (Hon); 2. Rich Golden (Yam); 3. Al Scannapieco (Kaw).
125 NOV: 1. Derek Defonce; 2. Steve Raymond; 3. Mike Kelly.
SR MINI: 1. Derek Defonce; 2. Dave Sager; 3. Steve Raymond.

White tops OT Masters at Glen Helen MX

By Bob Alloy

RIVERSIDE, CA, OCT. 26

John White dominated the Old Timers Masters class in today's racing at Glen Helen. White took wins in both motos to nail down the overall. Nice, Indian summer weather greeted the 36 Old Timers and although the track was a little over-watered for practice, track conditions were improved by the first moto of each class.

White controlled the first moto in the OT Masters division to take first place honors. Behind White, Jim Beltnick and Bengt Johansson rounded out the top spots in the first moto. Moto two saw White again out front with Dennis Rosenberg in second and Johansson scoring another third. Rosenberg's second place finish netted him second overall.

The Expert division starred Kurt Sofka, who nailed down victories in both motos to grab the top spot. Buzz Moller took a second place in the second moto to claim second overall. Third overall went to Asher Larnkjear with a 3-3 score.

Milton Roybal dominated the Amateur class with back-to-back moto wins. Dean Ray picked up second overall with Ralph Dickson rounding out the top three spots. In the Novice division Pete Klassen took a win in the first moto and took the overall win ahead of Dennis Wilson. The Novice B class saw Marland Mc Mannis and Larry Escamilla each racing away with a moto win, but it was Escamilla who bagged the overall victory.

Results

MSTRS: 1. John White (Hon); 2. Dennis Rosenberg (Kaw); 3. Bengt Johansson (Hon).
EX: 1. Kurt Sofka (Suz); 2. Buzz Moeller (Hon); 3. Asher Larnkjear (Suz).
AM: 1. Milton Roybal (Kaw); 2. Dean Ray (Yam); 3. Ralph Dickson (Yam).
NOV: 1. Pete Klassen (Hon); 2. Dennis Wilson (Yam).
NOV B: 1. Larry Escamilla (Hon).

Shuck plucks Race Place MX

By Brad and Sharon Jones

CHAPMAN, KS, OCT. 26

At Race Place's final MX of the season, Nebraska ace Terry Shuck put together a 2-2 to take the overall 250cc Novice win.

It was Gene Engberg, who was celebrating his 40th birthday, out front in the first moto. Tyler Phelps pushed his old Suzuki hard, catching Engberg by the second lap, but Phelps bobbled and hit the dirt, dropping back to 10th place. Engberg cruised to the win while Shuck came in a fairly close second.

In moto two it was Shuck with the holeshot, but Phelps was riding hot and nailed Shuck on lap two. Phelps won but Shuck picked up the overall victory with his second place finish. Steve Dahl ran third both motos for third overall.

Jeff Stotts got the hard luck award for the day. Stotts led the first moto of the 125cc Novice class from start-to-finish, and was doing the same in moto two, but got sideways on the last lap on the downhill before the finish and crashed hard enough to knock himself out. George White came across the finish line first for the win and the overall victory.

Results

MINI MINI: 1. Charlie Hopkins (Hon).

FOLKS & MORRIS BEAT BAJA ODDS; L.R. AN IRON MAN

Anybody will tell you the Baja 1000 course was designed for big bore, high horsepower machines. But nobody told Las Vegas racers Scott Morris and Daryl Folks, who rode a Husqvarna 250 Cross Country to first place in the 250 class. They also finished second overall, beating out a host of entries with more than twice the engine displacement.

Running the only two-man team in the 250cc class 21, Morris and Folks experienced a trouble-free race aboard their reliable Husky 250 Cross Country, which has now won three major '86 races in its past five starts.

Taking on long odds and prevailing is getting to be a Team Husky habit. Legendary Larry Roeseler was thrust into an iron man role when teammate Dan Smith was injured at the 250 mile mark. L.R. raced his Husky 510 Cross Country the final 750 miles without relief, placing second in the class 22 open division, and 9th overall.

The '86 Baja 1000 - another notch in a long history of Husqvarna conquests.

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PHOTO BY HENRY MUELLER

Stacey Barnett (12) leads Patrick Slate (28) and the pack in the Senior Mini class at the Devil's Ridge MX in North Carolina.

JR CYCLE: 1. David Bowyer (Kaw); 2. Bobby Jensen (Kaw).
MINI NOV: 1. Jesse Lundgren (Yam); 2. Bobby Jensen (Kaw).
MINI JR: 1. Chris Leas (Yam); 2. Jon Snyder (Kaw); 3. Joel Rader (Kaw).
125 NOV: 1. George White (Hon); 2. Misty Howard (Hon); 3. Jeff Stotts (Hon).
125 JR: 1. John Burfield (Hon); 2. Butch Wolfe (Kaw); 3. Tim Allen (Kaw).
250 NOV: 1. Terry Shuck (Kaw); 2. Gene Engberg (Hon); 3. Steve Dahl (Hon).
250 JR: 1. David Foley (Hon); 2. Ross Fabin (Hon); 3. Lee Cyre (Hon).
OPEN JR: 1. Butch Wolfe (Kaw).
OVER 30: 1. Gene Engberg; 2. David Postle; 3. Bob Reed.

Higgins hauls at Hillbilly Hills HS

By Allen Gravitt and Phyllis Apone

ROBERTS, GA, OCT. 26

H&H KTM's Barry Higgins roosted to the overall win at the second round of the SE&TRA Hare Scrambles Series aboard his KTM 350.

Keith Shelton put his Cycle South Can-Am into the lead at the start with the rest of the A and AA class entrants in two. Shelton led the first two laps before being passed by Higgins and Husqvarna 400-mounted Mark Eaddy. Higgins and Eaddy finished one-two, with Shelton third.

KTM—mounted Allen Gravitt spent the first lap of the race taking soil samples while trying to pass slower riders. Bob Shillinger also had a bad start when his brake pads fell out just seconds before the gun went off. The subsequent repairs put him two minutes down by the time he got underway.

Shillinger passed Gravitt on the second lap while Gravitt was straightening his handlebars following a crash. Gravitt then repassed Shillinger after the latter crashed while passing slower riders. The two H&H-sponsored riders battled it out for the rest of the day with Gravitt finishing three seconds in front of Shillinger to take third in the AA class behind Eaddy and Competition Plus/Hi-Point-backed Bryan Adams.

Higgins was awarded a $50 cash prize for his overall win and he turned right around and gave it to runner-up Eaddy. Besides the cash prizes, H&H of Mableton, Georgia, donated 11 cases of Duralube which went to the top Husqvarna or KTM rider in each class.

The Open B class was competitive and the most competitive was class winner Derrell Cox. Manley Bradshaw Jr. beat out Mark Bullard for runner-up honors. Bullard's third overall was a creditable performance considering the fact that he raced seven laps with a flat front tire.

Results

OVERALL: Barry Higgins (KTM).
AA: 1. Mark Eaddy (Hus); 2. Bryan Adams (Yam); 3. Allen Gravitt (KTM).
OPEN A: 1. Tommy Martin (Hon); 2. Kevin Bruli (Yam); 3. Steve Machac (KTM).
250 A: 1. Buddy Batton (Kaw); 2. Mark Joyce (C-A); 3. Andy Spencer (Hon).
200 A: 1. Keith Shelton (C-A); 2. Tony Lee (Yam); 3. Mike Grizzle (Kaw).
OPEN B: 1. Derrell Cox (Hus); 2. Manley Bradshaw Jr. (KTM); 3. Mark Bullard (KTM).
250 B: 1. Danny Mason (KTM); 2. Roger Reed (Yam); 3. Glynn Martin (Hus).
200 B: 1. Jason Alday (Kaw); 2. Aaron Gilmer (Hon); 3. Dave Holbrook (Hon).
SR: 1. Jim Ford (Hon); 2. George Eaddy (Hus); 3. Jimmy Lynch (Hus).
SS: 1. Dave Martin (Hon); 2. James Everhart (Kaw).
MINI: 1. Dwayne Bone (Hon); 2. Jason Johnson (Suz); 3. Rhon Landermith (Yam).

Hansen hauls at Woodland Park Scrambles

By Derryl Anderson

WOODLAND, WA, OCT. 26

Mike Hansen slogged his way through the mud to a 1-1 score to claim the overall victory in the 250cc class at the scrambles held today at Woodland's Motocross Park. The mud was very deep and most number plates were hard to read, so a vote was taken and the majority opted to run just two motos and get out.

In moto one Hansen got the holeshot followed by Barry Swires, Reed Eilts, Ken Swires and Joe Juenemann. Hansen rode super in the mud as he built up a 20-yard lead on the others. With one lap to go Eilts crashed in turn four, just before the checkered flag. The order at the flag was Hansen, B. Swires, K. Swires, Juenemann and Eilts.

In the final race it was once again Hansen grabbing the holeshot while Eilts looped it on the start. Behind Hansen the order was K. Swires, B. Swires, Juenemann and back 80 yards to Eilts. Hansen again built up a good lead, while Eilts played catch up. Each lap he was closing the gap on Juenemann. With one lap to go B. Swires moved by K. Swires for second and Eilts was right on Juenemann's rear wheel. At the checkered flag it was Hansen, B. Swires, K. Swires, Juenemann and Eilts right on his rear wheel.

In the Four-Stroke Open class it was Jerry Hicks nailing the holeshot over Rick Mscichowski and Juenemann, riding a 250. Hicks was looking good in the muddy conditions as he led Mscichowski by 15 yards after two and a half laps. Juenemann was 30 yards back as the rains continued to make things difficult. At the checkered flag it was Hicks, Mscichowski and Juenemann.

In the final moto everyone was very close off the line, but Hicks took the wrong line into the turn and got hung up in the deep stuff. Mscichowski grabbed the lead over Juenemann with Hicks back in third. By lap two Hicks got by Juenemann and was gunning for Mscichowski. Mscichowski started with about a 40-yard lead, but Hicks was making up at least 10 yards per lap. With one lap to go Hicks was glued to Mscichowski's rear fender going down the backstretch but Hicks bobbled a little just before the dogleg, handing the win to Mscichowski. Juenemann scored a third place finish.

Results

MINI: 1. Ryan Anderson.
125: 1. Joe Juenemann.
250: 1. Barry Swires.
2-STRK OPEN: 1. Mike Niday.
4-STRK OPEN: 1. Rick Mscichowski; 2. Jerry Hicks; 3. Joe Juenemann.

Privette dazzles Devil's Ridge MX

By Henry Muller

SANFORD, NC, OCT. 12

Iron Horse M/C-sponsored Mike Privette had already clinched the Open Amateur class title in the AMA District 29 Fall MX Series but showed up at the final round at Devil's Ridge MX to prove a point. Privette's double moto win gave him a perfect series score, the only rider to do so in the five race series. Scott Snelling was able to squeeze out second for the series ahead of Dan Gregory. Promoter Ken Cameron announced that he will be building a new track for the 1987 season.

Tim Terry saw his chances of winning the Open A class title go down the drain with a broken transmission as Kevin Williams put his Moto-Express Honda on top of the final points tally over Terry and Mark Ashworth.

Vann Gibson finished second behind Lance Eubank in the first 250cc A moto, then raced off to the hospital to have his sore knee looked at. Gibson returned in time for the second moto and in doing so accumulated enough points to snatch the series title away from Mike Parker in a final moto tie-breaker. Parker had the 125cc A title wrapped up over Larry Andrews and was a no show at the final event.

Senior class action saw Twin City Kawasaki's Jeff Carter sweep both motos and lock up the title over George Chason and Raymond Dawson.

Eddie Almond topped the 250cc B class for the day and the series but the battle for second went down to the wire as Jimmy Johnson edged Chason for second in the series by three points. Brad Proctor was second overall for the day.

Kevin Walker stormed to a double moto win in the 125cc B class but it was Honda of Winston Salem's Bobby Houser winning the championship over Lonnie Taylor and Walker.

Ricky Gardner used a 1-2 punch to win the 250cc C class while Piedmont Honda's Steve Thompson rode to a 3-1 finish for second overall ahead of Jonathon Trull. Thompson's score clinched the series title over Trull and Gardner.

John Balogh's 1-1 sweep of the 125cc C class wrapped up the series title as Wayne Guin's second overall moved him to third in the series behind Balogh and Tom Conley.

Coliseum Cycle's Alan Hensley charged past early leader Tracy Langdon and won the first 125cc Schoolboy moto with Shane Kennedy dropping Langdon to third at the flag.

Sharpe Bros.-sponsored Jim Neese won the final moto over Kevin Holder with Kennedy's third place finish locking up the series over Holder and Hensley.

With the Senior Mini class title already in the bag, the pressure was off William Mutimer as he led Kawasaki of Aiken teammates Tracey and Stacey Barnett in the final points standings. Mutimer took the Devil's Ridge win anyway while Patrick Slate topped Jim Neese for second.

Fogle Electric's Carl Fogle jammed to the Junior Mini win and title while the only rider with a chance at catching Fogle, James Hardy had to settle for second over Jeff Hensley.

Richie Horton found his biggest threat in the Pee Wee class to be his brother Robbie but Richie proved he was up to the task and took the win and series over Robbie and Danny Rich.

Results

PEE WEE: 1. Richie Horton (Kaw); 2. Robbie Horton (Kaw); 3. Danny Rich (Kaw).
JR MINI: 1. Carl Fogle (Yam); 2. James Hardy (Kaw); 3. Jeff Hensley (Hon).
SR MINI: 1. William Mutimer (Kaw); 2. Patrick Slate (Yam); 3. Jim Neese (Yam).
125 SCHOOLBOY: 1. Alan Hensley (Hon); 2. Shane Kennedy (Yam); 3. Jim Neese (Yam).
125 C: 1. John Balogh (Kaw); 2. Wayne Guin (Hon); 3. John Reel (Kaw).
250 C: 1. Ricky Gardner (Hon); 2. Steve Thompson (Hon); 3. Jonathon Trull (Hon).
125 B: 1. Kevin Walker (Yam); 2. Bobby Houser (Hon); 3. Brad Proctor (Yam).
250 B: 1. Eddie Almond (Kaw); 2. Brad Proctor (Yam); 3. Jimmy Johnson (Kaw).
OPEN AM: 1. Mike Privette (Hon); 2. Tim Huffman (Kaw); 3. Steve Jarjabka (Hon).
SR: 1. Jeff Carter (Kaw); 2. George Chason (Yam); 3. Bob Maner (Hon).
125 A: 1. Larry Andrews (Suz).
250 A: 1. Lance Eubank (Kaw); 2. Vann Gibson (Yam).
OPEN A: 1. Lance Eubank (Kaw); 2. Kevin Williams (Hon); 3. Tim Terry (Hon).
FINAL POINT STANDINGS
PEE WEE: 1. Richie Horton (219); 2. Robbie Horton (187); 3. Danny Rich (175).
JR MINI: 1. Carl Fogle (241); 2. James Hardcy (210); 3. Tilden Styron (184).
SR MINI: 1. William Mutimer (245); 2. Tracey Barnett (179); 3. Stacey Barnett (158).
125 SCHOOLBOY: 1. Shane Kennedy (226); 2. Kevin Holder (213); 3. Alan Hensley (194).
125 C: 1. John Balough (190); 2. Tom Conley (176); 3. Wayne Guin (156).
250 C: 1. Steve Thompson (208); 2. Jonathon Trull (196); 3. Ricky Gardner (182).
125 B: 1. Bobby Houser (178); 2. Lonnie Taylor (158); 3. Kevin Walker (144).
250 B: 1. Eddie Almond (235); 2. Jimmy Johnson (163); 3. George Chason (160).
OPEN AM: 1. Mike Privette (250); 2. Scott Snelling (168); 3. Dan Gregory (166).
SR: 1. Jeff Carter (231); 2. George Chason (208); 3. Raymond Dawson (116).
125 A: 1. Mike Parker (182); 2. Larry Andrws (132); 3. Todd Ulmer (61).
250 A: 1. Vann Gibson (160); 2. Mike Parker (160); 3. Mike Andrews (92).
OPEN A: 1. Kevin Williams (190); 2. Tim Terry (172); 3. Mark Ashwork (84).

Turkey Creek Enduro to Hough

By Marty Long

NEW PARIS, IN, NOV. 2

Riders from Michigan, Indiana, Illinois, Ohio and Wisconsin, started the Turkey Creek Enduro. Among the 173 entrants were three ISDE riders — Bob Bean, Kurt Hough and Brian Mull.

The course was cut short this year due to four inches above normal rainfall in the month of October. Most creek crossings and small ditches were bridged or wire matted, but this still left areas where one could pick up a little mud. The course was 98 miles long with about 35 miles of woods, 35 miles of fields and 20 road miles.

Kurt Hough rode strong all day on his Honda, dropping only 27 points. Kurt not only took overall win but put a Thanksgiving Day turkey (live) on the table. All class winners received a frozen turkey.

Brad Mallott took High Point A honors on his Husky. High Point B went to Gary Hazel on a Honda.

Results

OVERALL: 1. Kurt Hough (Hon).
125 B: 1. Tim Carmien (Yam); 2. Dave Carter

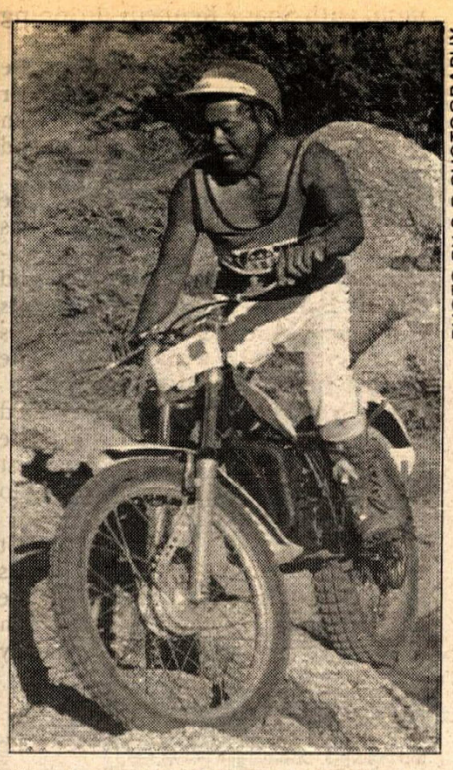


PHOTO BY 3-D PHOTOGRAPHY

Joe Ige finished third in the Senior Advanced class in Arizona.

(Hus); 3. Harry Allister (Hus).
200 B: 1. David Lappin (Yam); 2. Jeff Heaston (Kaw); 3. Gary Christopher (Yam).
250 B: 1. David Lappin (Yam); 2. Jeff Heaston (Kaw); 3. Gary Christopher (Yam).
OPEN B: 1. Ed Lamb (Hus); 2. Brent Dillman (Hus); 3. Rory Densmore (KTM).
200 A: 1. Jeff Hunt (Yam); 2. David Pierce (Kaw); 3. Jeremy Garber (Kaw).
250 A: 1. Kurt Hough (Hon); 2. Brad Malott (Hus); 3. Steve Tucker (Hus).
OPEN A: 1. John West (KTM); 2. Billy Toth (Hus); 3. Jesse Owens (Hus).
SR B: 1. Harold Hall (Hus); 2. Rick McDowell (Kaw); 3. James McVicar (Kaw).
SR A: 1. Carl Scharphorn (Hus); 2. James Noteboom (C-A); 3. Mike Hempstead (Hus).
SUP SR: 1. Parker Field (Hus); 2. Harold Denny (Yam); 3. Buck Walsworth (Hus).
4-STRK: 1. Steve Norel (Hus); 2. Doug Hodge (Hus); 3. Clint Southworth (Hon).
EX: 1. Richard Scharphorn (Hus); 2. Jim Boyne (Hus); 3. John Hoffman (Kaw).
C: 1. David Liken (Hon); 2. Gerald Potts (Yam); 3. Lawrence Hazelton (Kaw).

Saum super at C.A.T. Trials

By Daryl Drake

CAREFREE, AZ, OCT. 26

Andy Saum won his third Central Arizona Trials (C.A.T.) Inc. Championship Trials round with a low score of 27.

Todd Roper, also on a Yamaha, was second at 35, ahead of Greg Jones and his new Montesa at 48.

Then came Keith Roper (59) and Jerry Bridges (79) to round out the top five — and give Yamaha four out of five.

Early leader Bob Pennington racked up his first DNF in a long time when his Honda's front axle gave way on section eight.

The eight sections through the tricky granite dells had to be negotiated three times and no rider was able to clean all the sections.

In the new Sportsman class (Expert sections but a non-trophy/no points ride), Eric Schertz was first with an 80 on his Beta ahead of Ron Saum on a Yamaha.

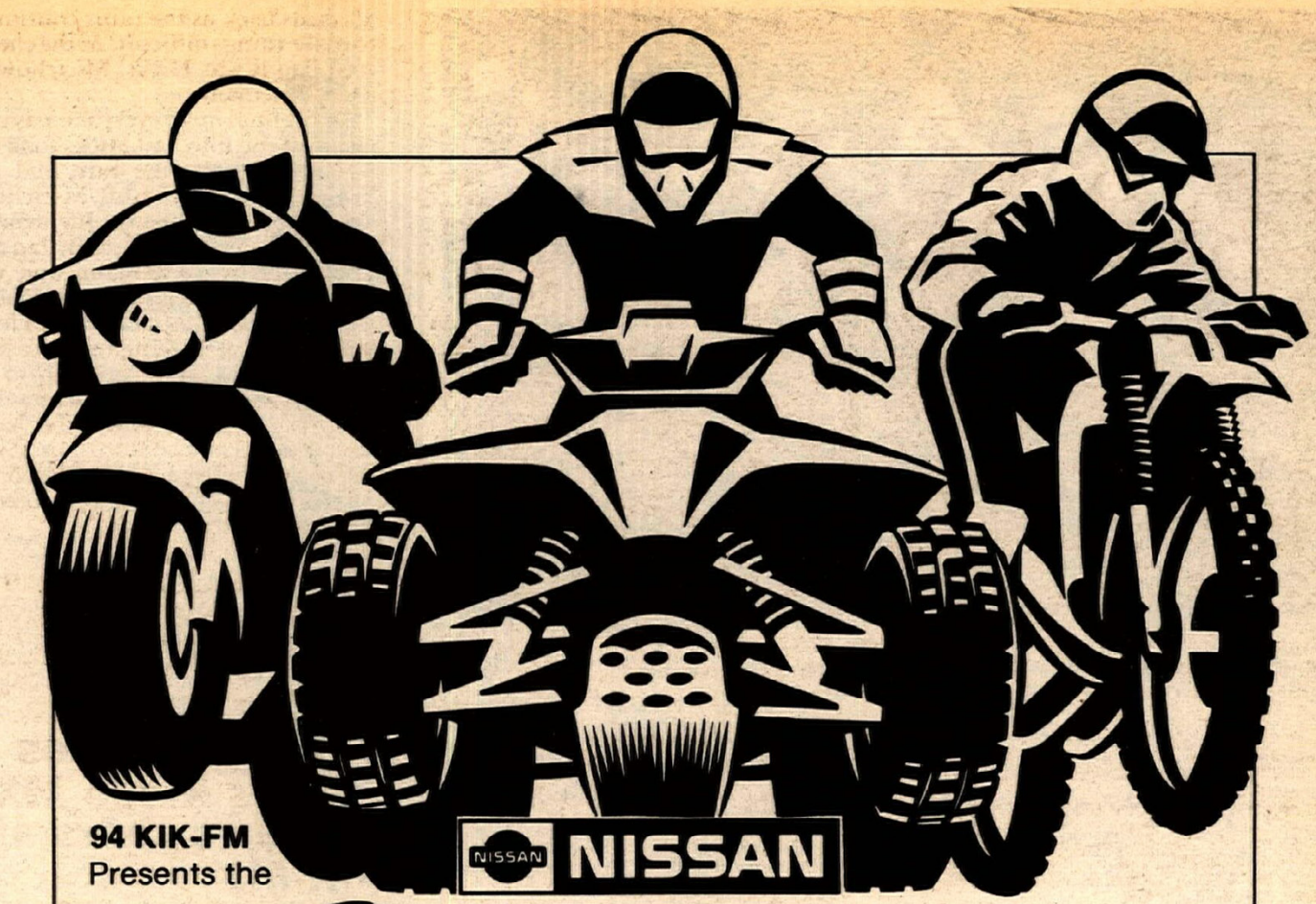
Advanced riders followed Mark Makarov's lead again but none could best the Honda rider's score of 40.

In the Senior Advanced ranks, Elliot Schultz was first at 33.

Dave Montgomery cleaned up in the morning's Intermediate ride with an amazing score of four and moved to the Advanced class.

Results

EX: 1. Andy Saum (Yam); 2. Todd Roper (Yam); 3. Greg Jones (Mon).
ADV: 1. Mark Makarov (Hon); 2. Dave Montgomery (Yam); 3. Jerry Tate (Yam).
INT: 1. Dave Montgomery (Yam); 2. Kelsey Manning (Yam); 3. Don Gard (Yam).
NOV: 1. Sam Martin (Yam); 2. Gene Reynolds (Mon); 3. Lauren Pond (Fan).
BEG: 1. Craig DeGroot (Fan); 2. Troy Reimer (Yam); 3. Janis DeGroot (Fan).



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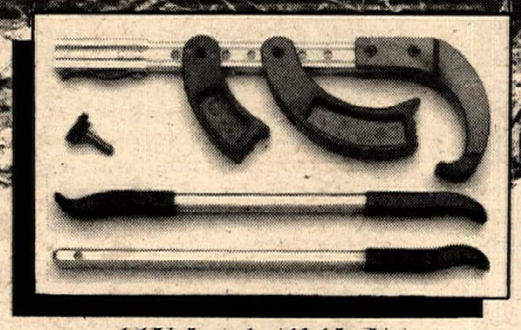

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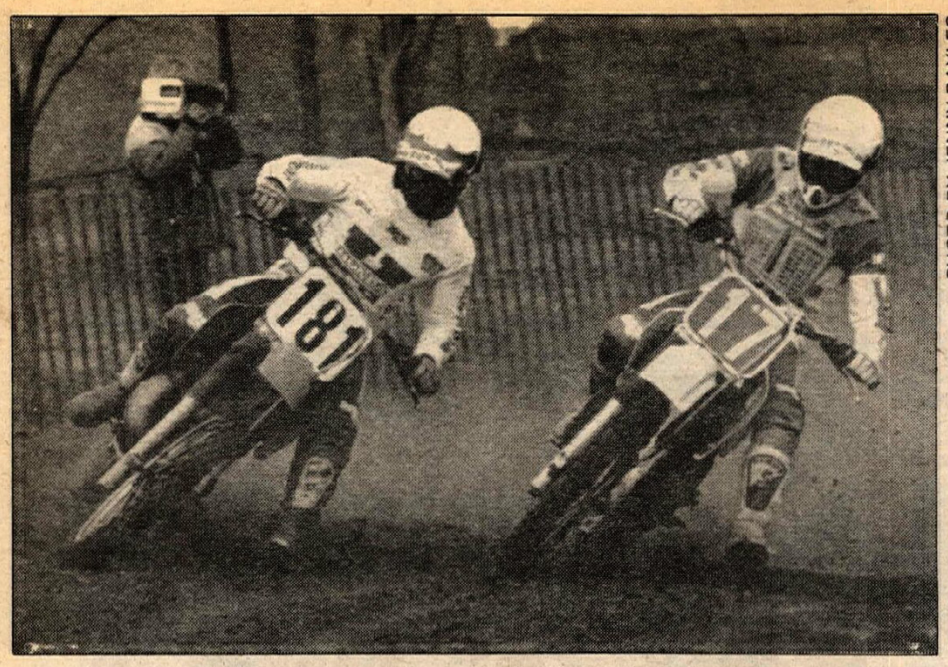

PHOTO BY JENNY BAYLES

Steve Bayles (181) and Dennis Daft (17) go at it during the second 250cc Expert moto in Ponca City, Oklahoma; Daft won.

SPTSMN: 1. Eric Schertz (Beta); 2. Ron Saum (Yam).
SR ADV: 1. Elliot Schultz (Yam); 2. Steve Bigler (Yam); 3. Joe Ige (Yam).
SR INT: 1. Gordon Underwood (Yam); 2. Mike Klatt (Yam); 3. John Lenon (SWM).
SR NOV: 1. Jim Barcus (Yam); 2. Errol Montgomery (Bet); 3. Craig Reimer (Yam).
JR: 1. David Klatt (Yam); 2. Tom Estep (Hon).

Ft. Bragg HS to Hix

By Kathy Bush

FT. BRAGG, NC, NOV. 2

Meridean Honda-sponsored Mike Hix holeshot the Open class start and never looked back as he left over 110 riders in his dust to win the Kayne Hix Memorial Hare Scrambles at Ft. Bragg.

Hix was excited with the overall win, particularly seeing as how it came in the race which is held in memory of his brother Kayne. Area motorcycle shops and businesses have sponsored this race annually in memory of Kayne Hix and all proceeds from the event are donated to leukemia research at Duke Medical Center.

With Open class contestant Hix taking the overall win, Leroy Bryant moved into a first place finish in the Open division with Darrel Bell taking second.

It looked like last year's overall winner, Joel Baker, was in good shape but he lost the brake adjuster nut on his bike which dropped him back to a third place finish in the 250cc class. Bryan Smith took the 250cc class win with Jon Merrit finishing second.

Former ISDE rider Gray Leonard blitzed the 200cc class, winning by over 10 minutes on runner-up Jerry Russ.

The 125cc class was full of area motocrossers with Kawasaki-mounted Duran Johnson showing the woods racers how to do it. Winner Johnson was chased by Tom Conley until Conley ran out of gas. Last year's class winner, Charles Langley moved up to finish second. Greg Casler held on to finish third in the class after breaking a toe and brake pedal on the first lap.

With over $2100 raised for leukemia research it is hoped the Army will continue making land available for future races.

Results

OVERALL: 1. Mike Hix (Hon).
100: 1. Patrick Slate (Yam); 2. Rusty Coleman (Yam); 3. Jim Neese (Yam).
125: 1. Duran Johnson (Kaw); 2. Charles Langley (Yam); 3. Greg Casler (Yam).
200: 1. Gray Leonard (C-A); 2. Jerry Russ (C-A); 3. Frankie Baldwin (Yam).
250: 1. Bryan Smith (Hon); 2. Jon Merritt (Yam); 3. Joel Baker (C-A).
OPEN: 1. Leroy Bryant (Hon); 2. Darrell Bell (Hon); 3. Rocky Hall (Hus).
4-STRK: 1. Doug Hyatt (Hon); 2. David Britt (Hon); 3. Chris Walton (Hon).
SR: 1. Harry Greenlee (Hon); 2. Allen Beck (Yam); 3. John Russell (Hon).
SUP SR: 1. Ned Saunders (C-A); 2. Tommy Mock (C-A); 3. Marion Erwin (Hon).

Daft hot at Ponca City MX

By Jenny Bayles

PONCA, CITY, OK, NOV. 2

Cold weather didn't chill Yamaha Support rider Dennis Daft as he won the 250cc Pro class and finished second overall in 125cc Pro class at the Ponca City Regional GNC Championships.

The first 250cc Pro class moto saw Daft take the holeshot with Kawasaki-mounted Denny Stephenson trailing in second. Daft led the first five laps with Stephenson close behind but then Stephenson made his move over the whoops to take the lead and win with Daft having to settle for second. Rick Kirk took third over Whisperin' Smith with Steve Bayles taking fifth.

Second moto action saw Kirk pull off the holeshot, followed by Smith, Bayles and Daft. Smith passed Bayles and began to pressure Kirk. Bayles held his position until he failed to clear a set of doubles which allowed Daft and John Lambert to motor past. Daft continued his flawless ride, pressing past both Smith and Kirk and going on to win with a huge lead. Kirk held off Smith's relentless pursuit to take second.

Kirk holeshot the first 125cc Expert moto, followed by Lambert, Brian Emig and Daft. Kirk's lead ended when he went down in a corner, causing a minor pile-up. Stephenson took over the lead with Lambert maintaining second and Kirk now in third.

Stephenson increased his lead while Kirk and Lambert battled for second with Daft close behind. Kirk finally made his way around Lambert to finish second behind winner Stephenson. Daft also got by Lambert to take third.

Kirk holeshot the second moto with Kenny Bollmeier a close second. Bollmeier didn't let up and took advantage of a corner slide-out by Kirk to take over the lead. Daft worked his way from an early fifth to second and motored into striking distance of the leader. The final lap saw Bollmeier hold the lead to take the win with Daft a close second and Stephenson coming from way back to capture third.

Results

250 EX: 1. Dennis Daft (Yam); 2. Rick Kirk (Yam); 3. Whisperin Smith (Yam).
125 EX: 1. Denny Stephenson (Kaw); 2. Dennis Daft (Yam); 3. Kenny Bollmeier (Yam).
250 INT: 1. Doug Gray (Hon); 2. Lance Morick (Kaw0; 3. Jeff Johnson (Kaw).
250 STK INT: 1. Lance Morick (Kaw); 2. Clint Jones (Hon); 3. Jeff Johnson (Kaw).
250 STK NOV: 1. Mike Dye (Hon); 2. Doug Jacobs (Hon); 3. Steve Halterman (Kaw).
250 NOV: 1. Doug Jacobs (Hon); 2. Mark Reynolds (Hon); 3. Steve Hatterman (Kaw).
250 BEG: 1. Wayne Hall (Hon); 2. Marvin Hescikson (KTM); 3. Jo Doechoff (Suz).
125 INT: 1. Brandin Hopkins (Kaw); 2. Doug Gray (Hon); 3. Jon Garner (Kaw).
125 STK INT: 1. Brandon Hopkins (Kaw); 2. Chad Pederson (Yam); 3. Doug Gray (Hon).
125 STK NOV: 1. Jason Campbell (Hon); 2. Kevin Callahan (Kaw); 3. Chad Nolting (Kaw).
125 NOV: 1. Dexter Humbard (Yam); 2. Brian Shrunt; 3. Tim Allen (Kaw).
125 BEG: 1. Jim Braubury (Hon); 2. Butch Wolfe (Kaw); 3. Joe Doeghoff (Hon).
OPEN: 1. Lance Norick (Kaw); 2. Jim Vaugh (Kaw); 3. Doug Nicholas (ATK).
OVER 25: 1. Greg Theiss; 2. Jim Vaughn (Kaw); 3. Burl Sheppard (Kaw).
OVER 30: 1. Jim Thomas (Yam); 2. Doug Nicholas (ATK); 3. Val German (Kaw).
MINI OPEN: 1. Jeff Emig (Kaw); 2. Chad Pederson (Yam); 3. Brent Peterson (Kaw).
MINI SR 14-16: 1. Chad Pederson (Yam); 2. Jeff Emig (Kaw); 3. Brent Peterson (Kaw).
MINI INT 12-13: 1. Mack VanderBeek (Kaw); 2. Kenny Howard (Kaw); 3. Chad Nolting (Kaw).
MINI STK 7-11: 1. Jeff Emig (Kaw); 2. Chad Pederson (Yam); 3. Brian Shieut.
MINI STK 12-13: 1. Pat Donaho (Hon); 2. Jack VanderBeek (Kaw); 3. Lacey Brandon (Kaw).
MINI MINI 6-8: 1. Bobby Tensen (Kaw); 2. Broc Unruh (Kaw); 3. Corey Ford (Kaw).
MINI MINI: 1. Mike Atkinson (Kaw); 2. Mark Bausch (Kaw); 3. Robbie Skaggs (Kaw).

Andrews soars at OIR MX

By Peggy Adamic

RAVENNA, OH, OCT. 19

Fred Andrews swept both motos of the 250cc/Open A class as 247 riders turned out to race the season finale at Ohio International Raceway.

Yamaha Pro Support/Bell/HRP/Silkolene/Answer/Smith Goggles/Pro Circuit/Andrews Cycles/Hombra International/CIT Brace-backed Andrews took the double moto wins by grabbing the lead in the first turn and holding on to the checkered flag both times out. Honda-mounted Dave Hand followed Andrews across the line in both motos while his brother Carl had 3-4 moto finishes for third overall.

Andrews not only scored double moto wins, but was also awarded $50 as he and his Yamaha flew approximately 75 feet over the sky jump in the track's annual long jump contest.

Mini rider Jason Myers topped the long jump competition in his division and Marcus Sellards made it a Yamaha sweep as he topped the Amateur division, sailing just two-feet less than Andrews.

With this being the final CRA race of the season, all overall class awards had been determined weeks earlier with the exception of the 250cc C class. What looked set to be a three-man race for the title was cut to two when in midseason Rick Boepple broke a leg.

With Boepple out, Yamaha of Warren's Bob Harrington and Kawasaki rider John Diezic were the contenders for the title. Going into the final race, Harrington held a slim four-point lead.

Harrington took the lead in the first turn in the first moto with Boepple, who had returned to racing, and Diezic trailing. The three battled the entire moto with Boepple scoring the win over Harrington.

The second moto start was a repeat performance as Harrington grabbed the lead off the line. Boepple and Diezic, as in the first moto, were running 2-3.

Diezic closed in on Boepple and took over second when Boepple slid out. Then Diezic caught and passed Harrington on the final lap to take the overall win with his 3-1 finishes. Harrington with a 2-2 tally took second overall and Boepple's 1-3 netted him third overall.

Results

50: 1. Jessie Atkinson (Yam); 2. Chris Skeels (Yam); 3. Chaz Arnfield (Yam).
60: 1. Frankie Bitner (Kaw); 2. Matt Martsolf (Kaw); 3. Chuck Luketic (Hon).
80 7-11: 1. Mike Baker (Yam); 2. Jason Myers (Yam); 3. Mike Katin (Hon).
80 12-15: 1. Brian Jones (KTM); 2. Jason Balas (Kaw); 3. Kevin Sweeney (Kaw).
125 SCHOOL BOY: 1. Bill Penick (Yam); 2. Brian Jones (Kaw); 3. Marcus Sellards (Yam).
125 A: 1. Dale Spangler (Kaw); 2. Barney Barnett (Kaw); 3. Scott Haehn (Hon).
125 B: 1. Steve Gardiner (Hon); 2. Keith Perry (Kaw); 3. Rob Goebel (Kaw).
125 C: 1. Bill Penick (Yam); 2. Scott Bassett (Hon); 3. Brian Jones (Kaw).
250 A: 1. Fred Andrews (Yam); 2. David Hand (Hon); 3. Carl Hand (Hon).
250 B: 1. Bill Pizzino (Yam); 2. Brian Doran (Hon); 3. Jim Deutsch (Yam).
250 C: 1. John Diezic (Kaw); 2. Bob Harrington (Yam); 3. Rick Boepple (Hus).
SR I: 1. Tom Koose (Yam); 2. Blaine Duecaster (Kaw); 3. Harold Darringer (Kaw).
SR II: 1. Larry Myers (M-S); 2. Denny Salamon (Hon); 3. Joc Jacobs (Kaw).
OPEN B: 1. Dave Sulecki (Hon); 2. Barry Kirtley (Suz); 3. David Cox (Hon).
WOMEN: 1. Theresa Pahanish (Kaw); 2. Andrea Maretich (Yam); 3. Katrina Jamieson (Hon).
EXTRA: 1. Tony Boyas (Hon); 2. John Diezic (Kaw); 3. John Ruper (Suz).

Palenski, Bainbridge top Ghost Rider Enduro

By Larry Langley

RANDSBURG, CA, OCT. 19

Team Honda support rider Grant Palenske powered his CR250 Honda to the three loop District 37 victory at the combined D-37/Family Racing Association Enduro held outside of the old mining town of Randsburg dropping just three points over three loops to edge out fellow Honda rider Pete Postel. FRA Senior rider John Bainbridge (Yamaha) won the two loop honors dropping just six seconds to beat out 69 other riders who also zeroed the two loops.

The Training Wheels M.C. dropped check H from the results due to a large number of riders that got lost before the check. Unfortunately check H was the hardest check on the second loop and many more riders zeroed it that would have if the check would have stayed in. "It was a shame" reported Anne Crawshaw, club spokesperson, "but it wasn't the riders fault. When they missed a turn due to missing arrows, they ended up on CRC ribbon from a previous enduro that hadn't been stripped yet."

Bill Heyer (Yamaha), a Beginner rider, was the only one loop rider to zero the loop dropping just 22 seconds for the win. The first Mini was Kevin Cleland (Yamaha) who beat Evan Ceverne by 19 seconds for the Mini class honors. First time enduro entrant Patti McFall rode her MX175 Yamaha to a score of 124 points dropped for last legal finisher. She finished within just two minutes of houring out at the finish, tired but certainly proud to wear her first finisher pin. Diane Bainbridge (Yamaha) added to the family fame by winning the B Women division losing two points in the process.

The best check was the last secret check on the course just three miles from the finish at the last possible spot. Riders were heading down a sandwash at a very sedate 18 mph average and revving it up to head for the finish when all of a sudden the course turned up out of the wash right into the waiting check, a tie-breaker of course. Many riders arrived a tad early and a lot of those that didn't lost valuable seconds which later proved very critical to their score.

At the end of the 35-mile second loop, Bainbridge had edged out Michael Smith (Yamaha) by just one second. Smith took the 200 AA class win though. Since the enduro was scored separately for FRA and D-37, a

complete set of two loop results were issued. Dirt Bike magazine editor Tom Webb took third overall, first Open Vet AA with a score of just 12 seconds lost. The tiebreaker checks were certainly critical with so many zeros.

The third loop was just for D-37 A and B riders and the Training Wheels promised an "interesting" loop. Most of the riders agreed. The loop ran in the Rand Mountains providing a lot of terrain changes. A very tricky check after a 30 mph section at the bottom of a very steep downhill after the speed average had changed to 12 mph caught most of the riders early. But when the scores had been added up, Metzeler/O'Neal/Scott/Shoei/Spectro/ICO/Terry Cable/WD40-backed Palenske had ridden hard and made the fewest mistakes. Webb had problems and faded to 29th overall losing eight points on the third loop on a new 500 KTM. Robb Mesecher (Honda) had an excellent third loop score of just two points but was one of the unfortunates to have burned the check on loop one leaving him with a four point loss.

Dana Bell rode her IT200 Yamaha to be the only woman to finish three loops winning the Woman A class.

Results

OPEN A: 1. Chip Howell (Hus); 2. Rick Daniel (Hus); 3. Mike Wokal (Yam).
SR A: 1. Morris Norman (Hus); 2. Roger Roubeaux (KTM); 3. Harry Keast (C-A).
SUP SR A: 1. Ron Fry (Hon); 2. Bill Hutton (Hus); 3. Neal Keith (Kaw).
VET A: 1. Lowell Spiva (Hon); 2. Jamie Litton (KTM); 3. Mark Cook (Hon).
WOMEN A: 1. Dana Bell (Yam).
200 A: 1. Pete Postel (Hon); 2. Donnie Simone (Kaw); 3. Robert Bush (Kaw).
250 A: 1. Grant Palenske (Hon); 2. Robb Mesecher (Hon); 3. Scott Sampson (Yam).
4-STRK A: 1. Larry Sebastian (Hon); 2. Troy Raynor (Hon); 3. Larkin Wight (Hon).
OPEN B: 1. Mark Glasmeir (Yam); 2. James Bortree (Hon); 3. Mike Dad Smith (Yam).
SR B: 1. Bill Daniel (Hus); 2. Art Jensen (Suz); 3. Ed Stenberg (Yam).
SUP SR B: 1. Jack Shook (Hon); 2. Rick Hammel (KTM).
WOMEN B: 1. Anna Cody (Hus); 2. Felicia Cody (Hus); 3. J. Poznoff (Yam).
VET B: 1. Neil Eggensperger (Hus); 2. Robert Scapa (Hus); 3. Mark Pizziborows (Hus).
200 B: 1. Scott Jacobson (Kaw); 2. Guy Kibbe (Hon); 3. Robert Keller (Yam).
250 B: 1. Rusty Adams (Hon); 2. Jim Williams (KTM); 3. Mike Schmardebeck (Hus).
4-STRK B: 1. Dave Vogel (Hon); 2. Dave Riker (Hon); 3. Randy Bustamante (Hon).
OPEN C: 1. Danny Latham (Yam); 2. Peter Pearce (Hon); 3. Chuck Gehr (Suz).
SR C: 1. Mark Moyer (Hus); 2. John Barnett (Yam); 3. Jim Kolbuss (Suz).
SUP SR C: 1. Peter Brandt (KTM).
VET C: 1. Eric Davies (Yam); 2. Jim Johnson (Yam); 3. Larry Lund (Kaw).
WOMAN C: 1. Lisa Latham (Hus); 2. Lori Bortree (Suz).
200 C: 1. Terry Sterrett (KTM); 2. Richard Ambrose (Kaw); 3. Matt Kinne (Yam).
250 C: 1. Jeff Wadsworth (Kaw); 2. James Fuzz Davis (Hon); 3. Bob McClellan (Yam).
4-STRK C: 1. Mitch McNally (Hon); 2. Mark Green (Hon); 3. Byron Holmes (Hon).

Blythe soars in Cloudcroft Enduro

By Bonnie McDonald

CLOUDCROFT, NM, OCT. 5

From the lofty heights above Alamagordo, New Mexico, John Blythe soared onto the overall A perch at the 27th Annual Cloudcroft Enduro, finishing just one-second ahead of Ken Giles and Gary Davis.

Blythe, Giles and Davis, seasoned by the Rocky Mountain Enduro Circuit events, reveled in the 8000 to 10,000 foot elevation of this 100-plus mile romp. Blythe and his 250 Honda attacked the steep, slick, rain-soaked paths and bounced through the hidden rocks of unpredictable water crossings with the finesse of National riders. "A colorful, well-marked race," commented Blythe, "geared to challenge the B and C riders and to sharpen the time-keeping skills of the A and AA riders."

Results

OVERALL A: John Blythe.
OVERALL B: Roger Pattison.

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1. ____ 0-85cc 7-11	1. ____ 0-85cc 7-11	1. ____ 0-85cc 7-11	1. ____ 0-85cc 7-11	1. ____ 0-85cc 7-11
2. ____ 0-85cc 12-15	2. ____ 0-85cc 12-15	2. ____ 0-85cc 12-15	2. ____ 0-85cc 12-15	2. ____ 0-85cc 12-15
3. ____ 125 B	3. ____ 125 B	3. ____ 125 B	3. ____ 125 B	3. ____ 125 B
4. ____ 125 C	4. ____ 125 C	4. ____ 125 C	4. ____ 125 C	4. ____ 125 C
5. ____ 250 B	5. ____ 250 B	5. ____ 250 B	5. ____ 250 B	5. ____ 250 B
6. ____ 250 C	6. ____ 250 C	6. ____ 250 C	6. ____ 250 C	6. ____ 250 C
7. ____ 500 B/C	7. ____ 500 B/C	7. ____ 500 B/C	7. ____ 500 B/C	7. ____ 500 B/C
8. ____ SENIORS	8. ____ SENIORS	8. ____ SENIORS	8. ____ SENIORS	8. ____ SENIORS
9. ____ ATV 0-200	9. ____ ATV 0-200	9. ____ ATV 0-200	9. ____ ATV 0-200	9. ____ ATV 0-200
10. ____ ATV 201-350	10. ____ ATV 201-350	10. ____ ATV 201-350	10. ____ ATV 201-350	10. ____ ATV 201-350
11. ____ QUADS	11. ____ QUADS	11. ____ QUADS	11. ____ QUADS	11. ____ QUADS
SUN - DEC. 28 - PROS	SUN - JAN. 4 - PROS	SUN - JAN. 11 - PROS	SUN - JAN. 18 - PROS	SAT - JAN. 24 - PROS
12. ____ 125 A	12. ____ 125 A	12. ____ 125 A	12. ____ 125 A	12. ____ 125 A
13. ____ 250 A	13. ____ 250 A	13. ____ 250 A	13. ____ 250 A	13. ____ 250 A
14. ____ 500 A	14. ____ 500 A	14. ____ 500 A	14. ____ 500 A	14. ____ 500 A
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PHOTO BY TERRY REZEK

Jon Miller flies his Honda en route to the Vet Expert win at the Perris MX in Perris, California; Miller beat Terry Davis.

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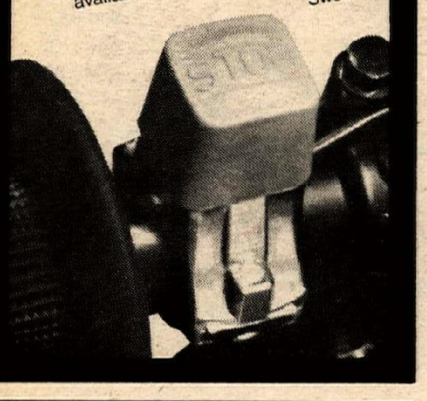

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OPEN B: 1. Roger Pattison; 2. Mike Null; 3. J.B. Russell.
125 B: 1. Jason Sandefer; 2. Paul Frederick; 3. Tom Reddinger.
200 B: 1. Steve Waldeck; 2. Greg Fleming; 3. Bill Mills.
250 B: 1. Patrick Tank; 2. John Bryans; 3. Carl Caton.
OVER 40 (LONG COURSE): 1. Allan Goode; 2. Tom Waller; 3. Phil Ormerod.
OVER 40 (SHORT COURSE): 1. Dwight Chase; 2. Deon Drown; 3. Don Loafman.
OPEN C: 1. J.D. MacNamera; 2. Joseph Smith; 3. Tommy Johnson.
125 C: 1. Manual Renteria.
200 C: 1. Jason Fleming; 2. Jerod Cameron; 3. Raney Bradley.
250 C: 1. Eric Haan; 2. Mike Boyce; 3. Will Pattison.
UNDER 16 LARGE TIRE: 1. Tracy Bezner; 2. Jack Johnson Jr.; 3. Patrick Ormerod.
UNDER 16 SMALL TIRE: 1. James Martin Jr.; 2. Aaron Vann.

Miller mauls Perris MX

By Terry Rezek

PERRIS, CA, NOV. 2

CRC went to the southern reaches of the empire for today's motocross — all the way to Perris. A few more miles south and Lawrence Welk might have entered the Vets race. Without old Larry to give him trouble, Vet Expert winner Jon Miller had only to contend with Terry Davis in his sweep of the Vet motos.

At the other end of the age rainbow, perennial Pee Wee A winner Robby Hammond was followed closely by B class winner Jerry Aleman in both motos. Aleman even led briefly in moto one when Hammond stumbled in the first turn. Aleman and Hammond were at it again in the 60cc (0-8) class with Hammond again prevailing. In fact, in moto two Hammond gave 60cc Intermediate class winner Steve Hengeveld a real challenge right to the flag.

Intermediate Mindy Smith took the moto one holeshot in the Women's class but Expert Tami Rice soon flew by and scampered on for the win. Smith went down at midrace and was out for the day. Cathy White took the Intermediate win.

In moto two, Rice was off and running but White was right with her. The word was that in her home state of Washington, there is not a separate Women's class and White races as a Novice with the men. Her aggressive riding style kept her within sight of Rice but not in front of her. White still won the Intermediate class with ease.

Kelly Doyle topped the 500cc Novice class from the drop of the moto one gate. Mike Sullivan got the drop on Doyle in moto two but Doyle was with him like glue for the entire race. Doyle set up and passed Sullivan in the last lap to take the overall win.

All the Intermediates and Pro class entrants ran together and some classes were impossible to track. Graziano's Pizza/Led Zepplin-backed Jeff Stanford was out in front of the 125cc Pro division for both motos and took that prize. Stanford was surprised by Intermediate Scott Murphy who pulled the holeshot in moto two. Stanford soon got past and Murphy stayed fast to take a two moto sweep of the 125cc Intermediate class.

Ken Zahrt holed the 250cc start and led for nearly two laps until Kevin Allman pushed him off the track in a super tight hairpin just before the finish line. Allman took off for the moto win, while Zahrt spent the rest of the moto trying to shoot the two jumps just before that hairpin. He was obviously thinking of the second moto and how he might turn that to his advantage. The opportunity never came. Zahrt got a terrible start in moto two and Allman was out of reach before Zahrt was out of the pack. Allman took the moto and the overall 250cc Money class.

Results

PEE WEE A: 1. Robby Hammond (Yam).
PEE WEE B: 1. Jerry Aleman (Yam); 2. Tony Caltalde (Yam); 3. Jeremy Terwinkle (Yam).
60 (0-8): 1. Robby Hammond (Kaw); 2. Jerry Aleman (Kaw).
60 NOV: 1. Cory Davis (Kaw).
60 INT: 1. Steve Hengeveld (Kaw).
80 NOV: 1. Ryan Doty (kaw); 2. Moose Wine (Suz).
80 EX: 1. Bubba Erickson (Kaw).
VET NOV: 1. Billy Carr (Kaw); 2. Tom Francis (Mai); 3. Wayne Ellis (Hon).
VET INT: 1. Ken Dickson (Hon); 2. Bob Alvis (Hus).
VET EX: 1. Jon Miller (Hon); 2. Terry Davis.
WOMEN NOV: 1. Kathy Jo Ehrp (Hon); 2. Laura Warnecke (Hon).
WOMEN INT: 1. Cathy White (Hon); 2. Barbara Perry (Yam).
WOMEN EX: 1. Tami Rice (Hon).
125 BEG: 1. Bill Wood (Kaw); 2. Eddie Subias (Hon); 3. Kirk Benke (Hon).
125 NOV: 1. Levi Noble (Hon); 2. Jim Kuntz (Yam); 3. Jeff Fine (Hon).
125 INT: 1. Scott Murphy (Hon); 2. Larry Laye (Hon).
125 PRO: 1. Jeff Stanford (Suz); 2. Jeff Black (Hon).
250 BEG: 1. John Jackson (Kaw); 2. Ken Scovill (Suz); 3. Paul Zelinsky (Kaw).
250 NOV: 1. Charlie Gilmore (Yam); 2. Dennis Urban (Kaw); 3. Chris Leiker (Yam).
250 INT: 1. Doug Allen (Yam); 2. Robert Lovas (Kaw); 3. Kenny Neitzel (Kaw).
250 PRO: 1. Kevin Allman (Yam); 2. Ken Zahrt (Hon).
500 NOV: 1. Kelly Doyle (Hon); 2. Mike Sullivan (Hon); 3. Barry Logan (Hon).
500 INT: 1. Ray Groom (Hon).
500 PRO: 1. Jon Jay Wilson (Hon).

Baylands MX to Conley

By Mike Vancil

FREMONT, CA, OCT. 24

For the second week running, Sean Conley and his rapid Kawasaki were masters at the Baylands MX. The O'Neal-sponsored rider logged double moto wins over challengers Darren Gallagher and Matt Arena.

In the first moto, Conley and Gallagher got into the first corner side-by-side but because of the decreasing radius turn having an inside line advantage, Gallagher, on the outside, had to back down rather than risk the deep, high berm. The brief opportunity was grasped by Conley and he squirted to a six-bike length lead. After the stutter jumps Arena began to pressure Gallagher and finally got him on the second lap. By lap four Gallagher figured out a passing move on Arena and made the pass after the long straightaway a permanent one, but the gap between Gallagher and the Knobby Shop Kawasaki of Conley was too great. The moto ended with Conley the winner and Gallagher and Arena second and third, respectively.

In the second moto Conley again got the better start and began his rhythmic disappearing act. Gallagher waited until mid-moto before making his patented come-from-behind charge. In a slow right hander after the finish line and just barely into lap four Gallagher made a move around Arena on the outside. Neither rider was moving fast through the turn but somehow they bumped and both went down. Arena was up in flash, extracted his machine from the tangle and was off and running again. Unfortunately, trackside ambulance personnel suspected a broken lower leg — the very one Gallagher broke late in 1985. Conley rode to a virtually uncontested win with Arena a distant second.

In other class action, the 125cc Intermediate motos were exciting. Steve Hunter, was an easy victor in the first moto. He was chased to the checkered flag by Todd Hicks, a relative newcomer to the 125cc ranks.

In their second moto, primarily due to Hicks concentrated additional effort but secondarily due to Hunter's fatigue, it was Hicks the winner with Titus J. Smith second. Hunter was third.

Results

PEE WEE: 1. John Carilli (Suz).
80 BEG: 1. Jay Webb (Yam); 2. John Fox (Yam); 3. Kurt Nelson (Yam).
80 JR: 1. Jon Nicolaus (Kaw).
80 INT: 1. Joey Rodriguez (Hon).
125 BEG: 1. Dean Reep (Hon); 2. Joseph Bruce (Hon); 3. Richard Graham (Kaw).
125 JR: 1. Jeff Chalmers (Hon); 2. Pat Gomm (Hon); 3. Tyler Edwards (Hon).
125 INT: 1. Todd Hicks (Yam).
250 BEG: 1. Casey Lyons (Hon); 2. Rick Alves (Hon); 3. Robert Foster (Hon).
250 INT: 1. Steve Hunter (Hon).
OPEN BEG: 1. Marc Pennings (Hon); 2. Gene Cardella (Yam); 3. Aaron Hudson (Yam).

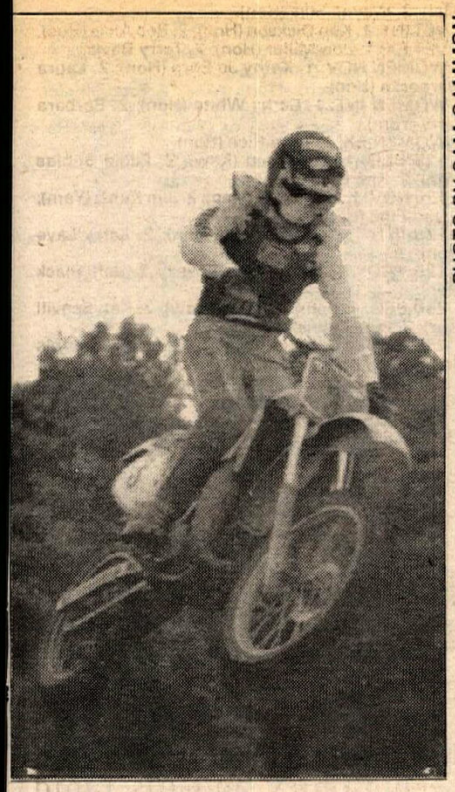

PHOTO BY SAM GAMMON

Tommy Rios won two Pro classes in Tennessee.

250 JR: 1. Todd Luken (Hon).
PRO: 1. Sean Conley (Kaw).
VET JR: 1. Bernie Reali (Yam).
VET INT: 1. Erik Schaffer (Yam).
VET MSTR: 1. Duane Hughes (Hon).
OT INT: 1. Clayton Ross (Suz).

Andrews, Jones tops at Muddy Creek MX

By Sam Gammon

BLOUNTVILLE, TN, OCT. 12

Sunny skies and brisk fall temperatures greeted riders and spectators at Muddy Creek's October race. The race drew riders from seven states.

North Carolina's Mike Andrews won one moto of the 125cc Pro class and one moto of the 250cc Pro classes. Ron "Wirehead" Jones won the other 250cc Pro moto and one moto of the Open Pro class.

Andrews led the pack from the start in the first 125cc Pro moto. Jim Chester and Tommy Rios followed with Chester running second. Chester's bike flew and Chris Brewer moved by Rios into second. Andrews took the moto win, Brewer fell and Rios finished second.

Rios, on his Barr's Competition bike, took the holeshot the second moto with Andrews in tow. Andrews pulled alongside several times, but couldn't make the pass and Rios took the win.

Mark Ashworth pulled the holeshot the first moto of the 250cc Pro class. Andrews and Chester were close with the pressure on. Andrews took the lead on lap two and Rios moved to second. They finished in that order with Jones working his way from 10th to finish fourth.

Jones got the holeshot the second moto and went on to win. Mike Bradshaw started second but Rios worked his way up and took the second position.

Jones dominated the first moto of the Open Pro class as he led from start to finish. Ashworth finished second ahead of Bradshaw.

Jones led the second moto on lap one, but injured himself when he got out of shape coming down the hill on lap two and had to pull off. Ashworth was charging and easily took the win ahead of Bradshaw.

Results

125 PRO: 1. Tommy Rios (Yam); 2. Mike Andrews (Suz); 3. Mark Spriggle (Hon).

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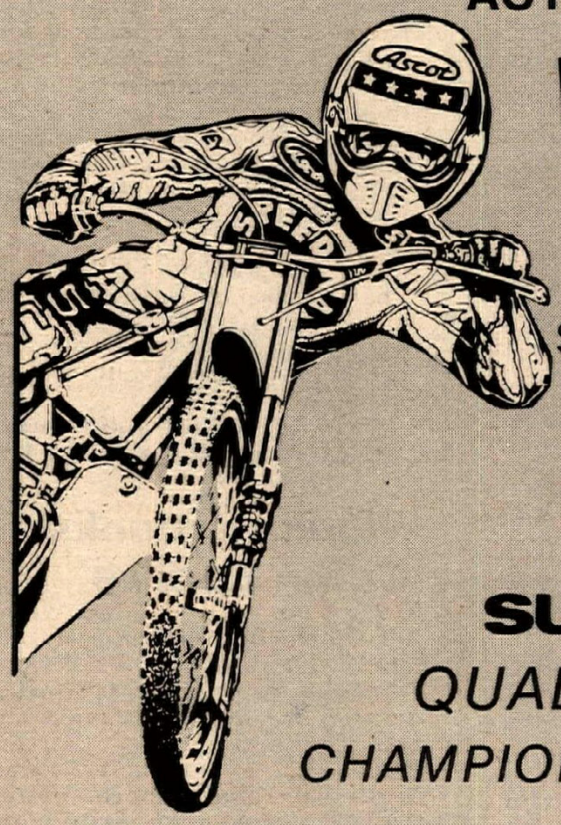

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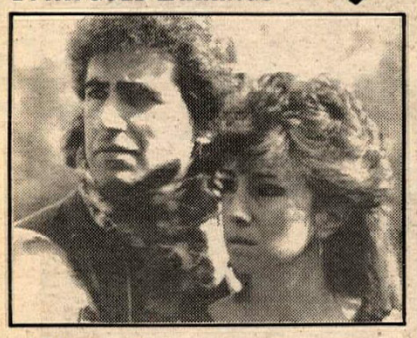

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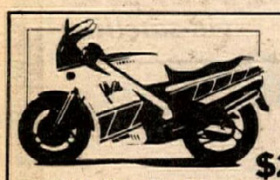

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PHOTOS BY T.D. DEATHERAGE

Flat track action from the eighth-mile oval in Bakersfield, California saw Tommy Lynch, Donnie Harrell and Jim Heslilx come away with wins.

250 PRO: 1. Tommy Rios (Yam); 2. Ron Jones (Hon); 3. Mark Bradshaw (Hon).
OPEN PRO: 1. Mark Ashworth (Yam); 2. Mike Bradshaw (Hon); 3. David Albert Jr. (KTM).
JR MINI: 1. Bo Shannon (Yam); 2. Kevin Addair (Suz); 3. David Dickerson (Kaw).
SR MINI: 1. Mike Brown (Hon); 2. Chad Powers (Kaw); 3. David Leach (Kaw).
125 B: 1. Stephen Haupt (Hon); 2. Mike Tollier (Kaw); 3. Darren Wilson (Suz).
125 C: 1. Ray Boruff (Suz); 2. Chris Tucker (Yam); 3. Eric Burrell (Suz).
250 S: 1. Stephen Haupt (Hon); 2. Kirk Johnson (Yam); 3. Mitch McCarter (Kaw).
250 C: 1. Cooter McClure (Kaw); 2. Bobby Gilbert (Hon); 3. Jeff Shuler (Kaw).
OPEN AM: 1. David Farris (KTM); 2. Charis McAbee (Cag); 3. Charlie Johnson (KTM).
SR: 1. Randy Wolfe (Yam); 2. Craig Carey (Kaw); 3. John Gibson (Hon).
ENDURO: 1. Goose Darnell (KTM); 2. Allen Perry (Cag); 3. Randy Farris (KTM).

Lynch, Harrel take home wins at Bakersfield FT

By T.D. Deatherage
BAKERSFIELD, CA, NOV. 1

Tommy Lynch won every 250cc Pro heat, trophy dash and main he entered today while Donnie Harrel copped the Pro 500cc victory.

Held as an in-between race a few months before the regular BRA (Bakersfield Racers Association) Championship Series, today's event was tagged as the California State Dirt Track Shoot-out.

After a track resurfacing session, Lynch, Todd Jorgensen and Charlie Jorgensen took the first couple of corners three abreast. Lynch quickly decided that three's a crowd and pushed ahead coming out of turn two. From there, it was follow the leader time, as Todd and Charlie Jorgensen pulled in for second and third, respectively.

The 500cc Pro heat saw Lynch take the lead again with Todd Jorgensen and Tony Harrell in close tow while battling it out for second. One lap later, Harrel made a pass stick and took command of the second place spot. Lynch went on to win by a half turn in front of Harrel and Jorgensen.

The combined winner trophy dash witnessed half the over-anxious pack jumping the gun and causing a restart. When the green flag was waved the second time, Visalia's Leon Verberg leaped into the lead. Lynch got a bad start, but sliced through the pack and into second place in turn two. Lynch and Jorgensen were desperately looking for a way around Verberg. Lynch found a slight gap, passing Verberg on the back straight. A few laps later, Lynch wheelied across the finish line for the win. Verberg held onto his second place with Jorgensen following in third.

The 250cc Pro main was also a Lynch benefit, but this time not without a fight. At the start, it was Todd Jorgensen jumping into the lead with Lynch knifing underneath in turn two. Lynch went too wide in turn three, letting Jorgensen fly by and back into first. Charlie Jorgensen then muscled his way past with all three riders backing it into corners just a few inches apart. On the third lap, Lynch got past Charlie Jorgensen and pulled into a semi-comfortable lead. Lynch won followed closely by Charlie Jorgensen with Todd Jorgensen trailing in third.

Results

250 PRO: 1. Tommy Lynch; 2. Charlie Jorgensen; 3. Todd Jorgensen.
500 PRO: 1. Donnie Harrell; 2. Tommy Lynch; 3. Todd Jorgensen.
500 AM: 1. Jim Heslilx; 2. Jim Woodard.

Plunkett plucks Cajun Enduro

By Royce Guidry
FOREST HILL, LA, OCT. 26

Yamaha-mounted Jeff Plunkett bested 250 riders in the 5th Annual Cajun Classic 100 Regional Enduro. By dropping only 18 points, Plunkett won the coveted stained glass overall prize.

Rain prior to the enduro had club officials worried that the course which was located on National Forest property would be torn up. But Friday afternoon brought sunshine and cooler weather and the anticipated problem disappeared.

The 101-mile course was laid out with many virgin sections utilized to ensure compliance with Forestry Service wishes that gravel roads not be used. The trails offered fun riding as the damp sand provided plenty of traction and berms developed rapidly.

The course consisted of four loops and the first three were run at a 20 mph average. The fourth loop, the famed North Loop, was for A and B class riders and it was a grueling 38 miles calling for a 24 mph average.

Special thanks go out to Clyde Todd and Bob Johnson of the National Forestry Service without whose help the enduro would not have been possible.

Results

OVERALL: Jeff Plunkett (Yam).
AA: 1. Kevin Brown (Kaw); 2. Will Gilbert (C-A); 3. Gary Copeland (KTM).
OPEN A: 1. Jerry Peavy (Hus); 2. Tim Singleton (Hus); 3. Tim Howell (KTM).
250 A: 1. Nolan Knight (C-A); 2. Mickey Young (Hus); 3. Ed Whatley (C-A).
200 A: 1. Kelly Crenshaw (Kaw); 2. John Kemp (C-A); 3. Wesley King (Kaw).
OPEN A INT: 1. Gary Goff (Hus); 2. Michael Corlett (Hus); 3. Ricky Williams (Hus).
SR A: 1. Gene Kyson (C-A); 2. Bob McKnight (Hon); 3. Sandy Pinkston (Hus).
OPEN B: 1. Rick Fryar (Hus); 2. Toby Poston (Hus); 3. Tim Taylor (Hon).
250 B: 1. Rob Kimbrough (C-A); 2. Mark Dunaway (Hon); 3. Charles Sizemore (C-A).
200 B: 1. James Winn (Yam); 2. Orland Frey (Kaw); 3. Mark Gantt (Kaw).
125 B: 1. Michael Pitts (KTM); 2. Todd Singleton (KTM); 3. Roger McKnight (KTM).
100 B: 1. Scott Watkins (Yam); 2. Jason Reine (Hon); 3. Chad Tate (Hon).
OPEN B INT: 1. Warren Sciortino (Hus); 2. Bubba Brant (KTM); 3. Denis Davis (KTM).
200 B INT: 1. Kenny Jones (Hus); 2. John Smith (Kaw); 3. Carroll Wascom (Hon).
SR B: 1. Richard Herman (KTM); 2. Kerry Mackenroth (Hus); 3. Steve Hudson (Hus).
SS B: 1. Jerry Harpole (Hus); 2. Dickie Hual (Kaw); 3. George Hoffer (Hus).
WOMEN: 1. Gwen Bailey (Hon); 2. Carol Jones (KTM); 3. Karen Kemp (Kaw).
OPEN C: 1. Harold Constance (Yam); 2. Alvin Reed (Hus); 3. Neil Aymond (Hus).
250 C: 1. David Dupont (Hon); 2. Rickey Castille (Hon); 3. Randy Pierce (C-A).
200 C: 1. Michael Vaughan (Yam); 2. Robert Waters (Kaw); 3. Steve Hutchinson (Cag).
125 C: 1. Scotty O'Neal (Yam); 2. Ron Desadier (Yam); 3. Chris Choppin (Hon).
SR C: 1. Marlin Decker (Hus); 2. John McLemore (Hon); 3. Fred King (Suz).
JR: 1. Matthew Rayborn (Hon); 2. John Schidimeier (Pen); 3. Josh Cook (Hus).
A CLUB TEAM: 1. CMET: 2. LA Trail Riders.
C CLUB TEAM: 1. NOEA: 2. Skuna River.

Adams way at Creek County ST

By Scott Thompson
KELLYVILLE, OK, OCT. 26

Scott Adams made an appearance on Emmett Hahn's Creek County Speedway's eighth mile oval today and it was a profitable one. Willie Bewley got the holeshot and led the first two laps, but Adams went high in turn three and ducked under Bewley coming out of four to take over the lead. Tim Cartwright also moved around Bewley in turn four of the last lap for second.

Alan Rogers jumped out front early and held off a charge by Brian Wedlake to win the Open Amateur feature. Mike Hoel moved around Ray Arnold for third with two laps remaining. Jerry Coles led the 125cc Amateur feature flag-to-flag.

Tim Cartwright beat Bewley at the line in the 250cc Expert race while Carl Nickell topped the field in the 250cc Amateur class. Billy McLaughlin and Ricky Walker resumed their winning ways in their 60 and 80cc classes, respectively.

Results

60 YTH: 1. McLaughlin (Kaw); 2. Tim Case (Yam); 3. Shawn Holmes (Yam).
80 YTH: 1. Walker (Hon); 2. Curt Rogers (Yam); 3. Mike Hoel (Kaw).
125 AM: 1. Coles (Yam); 2. Shane Duke (Yam); 3. Ed English (Kaw).
250 AM: 1. Nickell (Yam); 2. Wedlake (Bul); 3. Rogers (Kaw).
250 EX: 1. Cartwright (Yam); 2. Bewley (Yam); 3. Rick Carpenter.
OPEN EX: 1. Adams (Hon); 2. Cartwright (Kaw); 3. Bewley (Yam).

Iwanago ignites Monterey ST

By Mike Vancil
MONTEREY, CA, OCT. 25

In spectacular fashion, Paul Iwanaga transformed a mediocre heat race finish into a victory in the 500cc Expert class final. The scene was the short track oval at the Monterey County Fairgrounds, an extremely well lit, outdoor facility that features heated grandstands!

Tonight's races constituted the fourth event in a seven-event High Point Series promoted by R & D Enterprises, sanctioned by the AMA, and sponsored by Stroh's Beer and Pepsi Cola.

At the green light in the final, a 10 lapper for the Experts, it was Craig Johnson hugging the rear wheel of Iwanaga as the two exited turn two in front of the pack. Iwanaga's finely-tuned Honda thumper is sponsored by Gilroy Honda, T.I. Landscaping and Richard Braquet Racing.

In the tight group of riders vying for third in was Kurt Chadler having

PHOTO BY JOHN GRIFFIN

Michael Craig in action from Ramona, California.

the most success. It turned out that none of the riders from third back would have any effect on the finish of Iwanaga or Johnson. Chandler is sponsored by a highly successful Camel Pro Expert, his brother Doug Chandler and by Dan Moore & Sons.

Late in the final the battle between Johnson and Iwanaga still raged but with no changes in position. Iwanaga rode a perfect race and kept the advantage in every portion of the track. However, there were some changes in the mid-finish positions. Chandler bobbled in turn four and allowed Dean Vincelet by. The pass by Vincelet stuck and he ended the evening in third place.

Results

PEE WEE 4-6 YRS: 1. Jammin Jr. Alvernaz (Yam).
PEE WEE 7-8 YRS: 1. Curtis Peebles (Yam).
MINI 60 NOV: 1. Brian Sgheiza (Yam); 2. Don Hart (Kaw).
MINI 60 JR: 1. Martin Montes (Kaw).
MINI 80 BEG: 1. David Sanchez (Yam).
MINI 80 EX: 1. Jake Zemke (Yam).
MINI 80 JR: 1. Michelle DiSalvo (Hon).
250 NOV DIV 1: 1. Jeff Wenger (Kaw); 2. James Luker (Kaw).
250 NOV DIV 2: 1. Doug Gillette (Yam).
250 JR: 1. Ricky Smith (Yam).
500 NOV DIV 1: 1. Karl Thoeni (Yam); 2. Melvin Elias (Yam); 3. James Luker (C-A).
500 NOV DIV 2: 1. Gary Farravanti (Yam); 2. Scott Willis (Yam); 3. Sam Freeze (Yam).
500 JR: 1. Danny Cahoon (Hon); 2. Jimmy Sanchez (Hon); 3. Joe Carrera (Suz).
500 EX: 1. Paul Iwanaga (Hon); 2. Craig Johnson (Rtx); 3. Dean Vincelet (Yam).

Decker duo wins at Barona MX

By John Griffin

RAMONA, CA, NOV. 2

Will Decker and his son Craig won their respective classes at Barona Oaks MX. Will won the brand new Parents class and Craig won both the 80cc Intermediate Stock and Modified classes.

Will, aboard a Yamaha 125cc, fought with John Knight on a Kawasaki 250cc in both motos. In the first moto Knight got the holeshot with Decker close behind. On the second lap Decker made his move and went by for good.

The second moto was much like the first as Knight came around the first corner leading with Decker on his tail. Knight held off Decker for three laps until he tired and Decker went by taking the win.

In the 125cc Open class John Conney and Mike Craig battled in both motos. Conney took the holeshot in both races, but Craig was fast to respond as he pulled up to the leader's side, but Conney slammed the door and Craig went down. Craig got up quickly and slashed through the pack to catch Conney and pass him as Conney nursed a flat tire.

In the second moto Craig got by early and then cruised to the victory.

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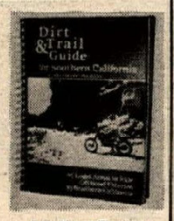

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Jim Theys finished second in the Pee Wee 60 class at White Wolf Raceway in Arvin, California; Theys finished behind Justin Hedrick.

Mike Green swept both 80cc Beginner motos, taking the win over Ryan Taylor.

Results

PEE WEE: 1. Dustin Nelson (Yam); 2. Jarrit Johnson (Yam); 3. Jeremy Michaud (Yam).
60 (0-8): 1. Chris Wheeler (Kaw); 2. Andy Harrington (Kaw); 3. Timmy Tilton (Kaw).
60 (9-11): 1. Jeff Tilton (Kaw); 2. David Lomgaker (Kaw); 3. Justin Urata (Kaw).
80 BEG: 1. Mike Green (Yam); 2. Ryan Taylor (Kaw); 3. John Ruof (Kaw).
80 NOV (9-11): 1. Ben Phalen (Suz); 2. Jeff Tilton (Kaw); 3. Justin Urata (Kaw).
80 NOV (12-15): 1. Skip Edwards (Yam); 2. Ty Baber (Hon); 3. Johnathan Knight (Kaw).
80 INT: 1. Craig Decker (Yam); 2. Jimmie Johnson (Suz); 3. Jeremy Tooker.
105 OPEN: 1. Tommy Clowers (Yam); 2. David Germain (Hon); 3. Todd Liscombe (Suz).
125 BEG: 1. Leon Longaker (Hon); 2. Jason Taylor (Yam); 3. Billy McClintock (Hon).
125 NOV: 1. Lance Murray (Hon); 2. Chris Fonzo (Hon); 3. Mitch Lance (Kaw).
125 INT: 1. John Griffin (Hon); 2. Bret Anderson (Hon); 3. David Germain (Yam).
125 EX: 1. Mike Craig (Yam).
125 OPEN: 1. Mike Craig (Yam); 2. Frankie Brundage (Kaw); 3. Ronnie Kauble (Yam).
PARENTS: 1. Will Decker (Yam); 2. John Knight (Kaw); 3. Jay Biery (Yam).

Rogers tops OTHG Motocross

By T.D. Deatherage
ARVIN, CA, NOV. 2

Yamaha rider Stewart Rogers whipped the Over The Hill Gang Expert class at the North vs. South challenge held at White Wolf Raceway today.

When the gate fell for the first moto, David Rogers and Corcoran's Joker Joe slugged it out with Joe slipping past in a back straight drag race over the whoops. Honda rider Ron Miller was running in third place when Stewart Rogers started an all-out assault on the field.

Going into a tight left hand corner, Stewart Rogers held the gas on a shade longer, hit the brakes a tad later and slipped past for third. A couple of laps later Stewart Rogers gassed it past David Rogers and Joe on the same section of the course. Dicing for second place, Joe and David Rogers stayed within striking distance, but were too busy with their own battle to make any reattempts for the lead. Stewart Rogers took the win with Joe eventually breaking away from David Rogers to finish second.

Scott Freeman grabbed the lead at the start of the second moto, with Miller in second. Stewart Rogers was trailing in third with David Rogers fourth. Immediately, Miller and Stewart Rogers began to slug it out with Rogers getting by on the third lap. Not content to cruise in second, Rogers set off after Freeman for the lead. Entering a rough section of the course, Rogers held on tighter and roosted around for the lead. At the checkers, it was Rogers in front, Freeman second and "Joker Joe" finishing third.

The OTHG Intermediate class was topped by Mike Allison with wins in both motos. At the start of moto one, Skip Skinney put his Yamaha into the lead, but was soon passed by Allison for the lead. Running third, Greg Austin picked up the pace and began to battle it out with Skinney for second place. At the halfway mark, Austin broke free from Skinney and started to gain ground on Allison, but he ran out of time and laps. At the finish it was Allison in front, Austin second and Skinney third.

Second moto action saw Allison lead from start to finish with Mark Webster in second and Kawasaki rider "Terrible Tony" a close third.

Glenn Warrell grabbed a quick lead at the start of the Novice class followed by Bob Smart and Richard Rancio. Tim Joines and Rancio began a fierce fight for third with both riders switching places each lap. Meanwhile, Warrell stalled in a corner, letting Smart take command of first place. In a surprise move, Ed Thomas, who had to work up from a bad start, roosted through the troops and passed Warrell over the tabletop jump for second place. Another late charger, Mitch Langer also passed Warrell for third. Shooting across the high-speed sweeper, Langer made his move on Thomas, who was also passed by Larry for third. When the checkered was waved, it was Smart in first, Langer a very close second and Larry third.

Warrell holeshot round two and won over Larry in second and Smart in third.

The OTHG Amateur class was shot down by Bob Byers, who put together back to back moto wins for the overall. Bill Oliver rode his YZ490 to a second overall placing and Gary Jones (Hus) tallied a 2-5 moto scored to collect third overall.

Results

EX: 1. Stewart Rogers (Yam); 2. Scott Freeman (Hon); 3. Joker Joe (Kaw).
INT: 1. Mike Allison (Hon); 2. Mark Webster (Suz); 3. Terrible Tony (Kaw).
NOV: 1. Bob Smart (Yam); 2. Lip Lock Larry (Suz); 3. Moonbeam Mitch Langer (Hon).
AM: 1. Bullet Bob Byers (Yam); 2. Bill Oliver (Yam); 3. Gary Jones (Hus).

PHOTO BY ATHIE SANDERS

Vince DeVane flies his Yamaha off a Dade City jump in the first 125cc A moto.

Post manhandles Dade City MX

By Ben Sanders

DADE CITY, FL, OCT. 26

Pat Post captured the win in the 25+ class during round seven of the World Sports-sponsored Florida Gold Cup Series today with runaway wins in both motos. Marcus Pedrero smoked both 125cc B motos and Steve Young's 2-1 mark gave him the overall in the 250cc B class.

Post grabbed the lead in the second turn of the first 25+ moto, following Kevin Seidl's holeshot. Post turned up the pace and left the field behind while cruising to the easy win. Seidl dropped into second and followed Post to the checkers while Steve Rejdia defended his third place position from the challenges of Woody Strickland and David Indiveri. Rejdia and Strickland held their places through the moto, but Indiveri was passed by Roger Ambs in the closing laps for fourth.

Seidl again holeshot in moto two and this time managed to stay ahead of Post for almost three laps. As the two moved out from the rest of the pack, however, Post slipped into the lead. When they came around for the final lap Seidl pulled alongside of Post by clearing a set of doubles entering the last turn. The two flew into the turn in a dead heat, but Post held the line and got back on it sooner to take the win. Ambs had run third for most of the race with Indiveri just back in fourth, but Rejdia passed them both with a late moto charge.

Jeff Zimmerman holeshot the first moto of the highly-competitive 125cc B class with Charles Sybert and Pedrero just behind and pouring it on. The top three riders ripped up the sandy Dade City track for three laps, driving through every corner, every straight and every jump side-by-side. Pedrero was finally able to pull away from the fracas and went on to win. Zimmerman held second until he crashed in a berm, allowing Sybert to take the number two spot after holding off a late moto charge from Danny Zullo.

In moto two it was Sybert who grabbed the holeshot. Pedrero was in second and soon moved up to take the lead and cruise to the overall; Sybert again took second with Todd Gardner a solid third. Zullo, meanwhile, moved up to place fourth.

The first 250cc B moto was a one-man show as Young pulled the holeshot and never looked back. Tim Denardis charged up from a mediocre start to second before falling and dropping back to third. Brent Cole took advantage of Denardis' mistake to grab second.

Young again holeshot in the second moto and stretched out a fair lead over Lenard Legget and the rest of the field in a few laps. Dwayne Gent was being challenged by Samuel Allen for third when the two tangled and went down, leaving the way open for Denardis to charge past Legget and move in on Young. Young held on to the lead until the last lap when Denardis was able to slip by on the back section of the track and pull away. Young took second in the moto and secured the overall.

Results

60 7-11: 1. Edward Ray Jr. (Kaw); 2. Kenny Yoho (Kaw); 3. Matt Harrell (Kaw).
85 7-11: 1. Timmy Ferry (Yam); 2. Chris Brown (Hon); 3. Matt Harell (Yam).
85 12-15: 1. Daryl Youngblood (Yam); 2. Jared King (Hon); 3. Derek Youngblood (Yam).
125 A: 1. Glenn Somerville (Hon); 2. Kevin Foley (Hon); 3. Harold Mathews (Yam).
125 B: 1. Marcus Pedrero (Hon); 2. Charles Sybert (Hon); 3. Danny Zullo (Yam).
125 C: 1. Mike Jones (Hon); 2. Tom Curry (Hon); 3. Mike Jones (Kaw).
250 A: 1. John Reinholt (Hon); 2. Alan Crum (Hon); 3. Jon McCabe (Hon).
250 B: 1. Steve Young; 2. Tim Denardis (Hon); 3. Cliff Giles (Yam).
250 C: 1. Bill Watkins (Hon); 2. D.L. Mays (Hon); 3. Keith Westbrook (Yam).
OPEN NOV: 1. Jimmy Swanson (Hon); 2. Eric Stemmler (Hon); 3. Mike Stormant (Hon).
OPEN A: 1. Jon McCabe (Hon); 2. Alan Crum (Hon); 3. Earl May (Hon).
25+: 1. Pat Post (Yam); 2. Kevin Seidl (Yam); 3. Steve Rejdia (Yam).
SRS: 1. Fred Vertucci Jr.; 2. David Indiveri; 3. Woody Strickland (Kaw).

Copeland scores at Creek County ST

By Scott Thompson

KELLYVILLE, OK, OCT. 19

David Copeland extended his point lead at Creek County Speedway by winning the Open Expert feature today aboard his Kawasaki. Copeland beat everyone off the line and to the finish with Tim Cartwright and Ted Boody passing Willie Bewley for second and third on laps two and three.

Cartwright turned things around in the 250cc Expert feature. Copeland led most of the race, but Cartwright ducked under him in turn four of the last lap for the win.

Alan Rogers beat the field in the 125cc Amateur class. Rogers led from start to finish.

TEAM KTM WINNERS

ALLEN GRAVITT
AA Win — Cahaba Enduro
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125 A Win — Cahaba Enduro
FRANK YOUNG
Open C Win — Cahaba Enduro
DALE ROGERS
125 C Win — Cahaba Enduro
BARRY HIGGINS
Sr. A Win — Cahaba Enduro
ROD BUSH
Open B Win — Amherst MX
BILL REISS
Sr. Win — Sunset Ramblers H.S.
DALE FAULKNER
Enduro Win — County Line MX
RANDY VETRANO
125 Win — County Line MX
KEVIN HINES
Overall Win — Crosstimber's Nat'l End.
"MAD" MIKE MOHRBACHER
Open Exp. & Up The Hill Wins — Woodland MX
250 & 500 Exp. Wins — Thurston ORV MX
BRIAN HALL
OTH A Win — Woodland MX
JOHN BACHMANN
OTH B Win — Woodland MX
BOB TODD
200 Ex. Win — ADRA Young Classic
JAY HIRSCH
38+ Sr. Vet. Win — ADRA Young Classic
BRYON FARNSWORTH
Sr. Am. Win — ADRA Young Classic
BOB SEITZ
Sr. Sprtsmn Win — ADRA Young Classic
PAUL ATWATER
250 Beg. Win — ADRA Young Classic
JOE PROSSER
OTHG Win — ADRA Young Classic

DENIS HILDERBRAND
Mini Am. Win — ADRA Young Classic
SHAWN GERBER
Overall & Pro Wins — Idaho Nat'l Hare & Hound
WILLEY RASMISSEN
Open Am. Win — Idaho Nat'l Hare & Hound
ROBERT MESECHER
250 A Win — Red Mountain Nat'l Enduro
LARRY MASON
250 C Win — Red Mountain Nat'l Enduro
TERRY STERRETT
200 C Win — Red Mountain Nat'l Enduro
GARY BECK
Vet. C Win — Red Mountain Nat'l Enduro
SUSAN WILDAY
Overall Women's Win — Rosarito GP
Overall Women's Win — Double Cross GP
DAVE SIMON
Open Nov. Win — Rosarito GP
Open Nov. Win — Perris SRA GP
KEITH LONG
500 Nov. Win — Harris "No Sweat" GP
WHIZ McNEAL
Sr. Exp. Win — Emmett European Scrambles
ROGER DUBREE
Vet. Exp. Win — Emmett European Scrambles
PHIL OVERLAND
250 Exp. Win — Kahuka GP
250 Exp. Win — Hawaiian Islands TT
250 Exp. Win — Kamoi, Hawaii MX
JASON TRIST
250 Am. Win — Kamoi, Hawaii MX
250 Am. Win — Hawaiian Islands TT
ROBBIE BRIGHT
Enduro Class Win — Hawaiian Islands TT
CHAD WEBB
80 Int. Win — TNT Raceway MX

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PHOTO BY T.D. DEATHERAGE

Yamaha rider Stewart Rogers powered his YZ490 to the top of the Expert division at the Over the Hill Gang MX held at White Wolf Raceway.

Brian Wedlake garnered the win in the Open Amateur class. Wedlake over took early leader Eddie Boback on lap two and cruised in for the victory. Boback faded to third as Mike Hoel passed him on lap two.

Oklahoma's Billy McLaughlin won the 60cc class. Ricky Walker scored another win for Honda in the 80cc class.

Results

60 YTH: 1. Billy McLaughlin (Kaw); 2. Brian Wedxlake (Kaw); 3. Tim Case (Yam0.
80 YTH: 1. Ricky Walker (Hon); 2. Mike Hoel (Kaw); 3. Curt Rogers (Suz).
125 AM: 1. Alan Rogers (Kaw); 2. Jerry Robinson (Kaw); 3. Shane Duke (Yam).
250 AM: 1. Carl Nickell (Yam); 2. Brian Wedlake (Bul); 3. Ray Arnold.
OPEN AM: 1. Brian Wedlake (Bul); 2. Mike Hoel (Kaw); 3. Eddie Boback.
250 EX: 1. Tim Cartwright; 2. David Copeland (Kaw); 3. Willie Bewley (Yam).
OPEN EX: 1. David Copeland (Kaw); 2. Tim Cartwright (Kaw); 3. Ted Boody (Hon).

Wilson whips White Wolf MX

By. T.D. Deatherage

ARVIN, CA, NOV. 2

Riding a borrowed KX250, Bakersfield racer Lee Wilson won both 250cc Junior motos in a convincing manner to take home the overall win.

In 250cc Junior moto one action, Brad Beaman grabbed the lead with fellow Lompocian, Kenney Milsaps in second. Jimmy Dobbs was slugging it out with Wilson, who was suffering from a bad start in third. Flying over the doubles, Wilson leaped past Dobbs and aimed the KX250 towards first and second place riders Beaman and Milsaps. Entering the wide open sweeper, Wilson roosted past both riders and into first. Wilson pulled away to win with Beaman and Milsaps collecting second and third.

Moto two was a Wilson cakewalk as he holeshot the troops and never looked back. Milsaps started in second while Beaman battled with John McCauley. Beaman got by McCauley in the garden section of the course, and eventually passed Milsaps at the end to finish second.

The 80cc Junior class was won by J.R. Ceccetti on his YZ80. Aaron Holmes went for a 3-2 score to finish second overall and Shawn Burke finished third overall by way of a 2-4 score.

The 125cc Beginner class battle saw Kevin Tait and Visalia's Shawn Dietz go at it from the moment the gate fell. A few laps later, Ceccetti was in third and looking for a way around both riders on his old RM125. In the back whoop section, Ceccetti held his throttle to the stops and squeezed past Dietz for second. Now working on Tait, Ceccetti passed on the whoops section one lap later. Ceccetti was first under the checkered flag followed closely by Tait and Dietz, who was a couple of corners behind.

In moto two, it looked like Dietz would ace out Ceccetti's chances for the overall when he went down in the whoop section on the last lap. Tait rode across the finish line for second and Buck Burnett finished third.

Randy Lewis stomped the Vet Pro troops. Jim Theys followed in for second overall and Tony De La Torre collected the third overall spot.

Results

PEE WEE 50: 1. Ian Hassel; 2. Gary Manning Jr. (Yam); 3. David Baker (Yam).
PEE WEE 60: 1. Justin Hedrick (Yam); 2. Jay Theys (Kaw).
125 BEG: 1. J.R. Ceccetti (Suz); 2. Kevin Tait (Hon); 3. Richard Williams.
125 JR: 1. Brian Peoples (Kaw); 2. Lee Wilson (Hon); 3. Alex Rogers (Hon).
125 INT: 1. Brock Suter (Hon); 2. Thomas Walton (Kaw).
125 PRO: 1. Lance Johnson (Kaw); 2. Shawn Davis (Hon).
250 BEG: 1. David Corlombe (Hon); 2. David Marshall (Hon); 3. Jon Kellay (Yam).
250 JR: 1. Lee Wilson (Kaw); 2. Brad Beaman (Hon); 3. Kenny Milsaps (Hon).
250 INT: 1. Todd Sweaney (Hon); 2. Henry Armendariz (Suz); 3. Kevin Peoples (Kaw).
500 BEG: 1. Jon Gagliero (Yam); 2. Ben Geissel (Hon); 3. Blaine Geissel (Hon).
500 JR: 1. Bryan Holmes (Hon).
500 PRO: 1. Brand Johnson (Yam).
VET JR: 1. Steve Dunlap (Kaw); 2. Fred Little (Kaw); 3. Steve Carter (Yam).
VET INT: 1. Mark Force (Yam).
VET PRO: 1. Randy Lewis (Hus); 2. Jim Theys (Suz); 3. Tony De La Torre (Hon).
OT MASTER: 1. Tommy Pearl (Hon).
80 BEG: 1. Jason Sitton (Hon); 2. John Weathers (Kaw); 3. Jeremy Woods (Kaw).
80 JR: 1. J.R. Ceccetti (Suz); 2. Aaron Holmes (Yam); 3. Shawn Burke (Suz).

Schmidt wins Cowbell Enduro

By Paul Nielsen

BELLINGHAM, WA, OCT. 26

Mike Schmidt rode his Yamaha into the victory circle by claiming the 200cc A class and first overall at MBMC's 56th Annual Cowbell Enduro.

The riders knew they were in for a workout at check one since none of the finishers managed to zero it. Schmidt made up time and zeroed check three, as did Carmen Bunker who went on to win the 250cc A class. Dave Bowers was getting warmed up

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zeroing check three on his Husky and taking the win in the Open A class. John Moody had his four-stroke thumpin', zeroing check three and he too went on to win his class. Check four had all the riders dropping points. The best score belonged to Ron Gray, who finished second in his class dropping 10 points at check four, Schmidt dropped 11 as did Terry Anderson who also finished second in his class. Most of the class winners managed to zero checks five and six but all riders lost points at the final check. The best ride here was put in by Fred Beaver on his 200cc Kawasaki, dropping five points to finish second in his class with a 37 point loss. Schmidt had a 21 points loss, while Moody, his nearest competitor had 26 points.

The C class, Sportsman and Super Seniors rode the same course finishing at check four. They found the speeds fast for their riding skills and some houred out. Duane Schosback, riding in the biggest class came up with the fewest points in winning the C class with a 30 point loss. Jeff Stevens took the Sportsman with a 31 point loss.

John Nielsen, who held the distinction as the sole rider to zero check point one and carrying the smallest point loss toward the finish, saw his hopes diminish as the spark went out in his 400cc Husky, costing him the event.

Results

AA: 1. Lyle Duronso (Yam).
OPEN A: 1. Dave Bowers (Hus); 2. Ron Gray.
OPEN B: 1. Scott Lathrop (Hus); 2. Gary Holder (Hus); 3. Mike Koenig (Hus).
250 A: 1. Carmen Bunker (Yam); 2. Terry Anderson (Yam); 3. J. Forsberg.
250 B: 1. Mike Stearn; 2. Paul Fischer (Hon); 3. Scott Drafs (Hon).
200 A: 1. Mike Schmidt (Yam); 2. Fred Beaver (Kaw); 3. Joe Klokkevold.
200 B: 1. Dennis McCaslin (Kaw); 2. Charles Kiel (Yam); 3. Jack Ruth.
SR: 1. Alan Drafs (Hon); 2. Al Richotted.
4-STRK: 1. John Moody (Hus); 2. D. Reite.
SS: 1. Alan Badgley (Yam); 2. Julius Woeck (Hus).
SPRTSMAN: 1. Jeff Stevens (KTM); 2. Jay Burrell (Kaw); 3. G. Porlier.
C CLASS: 1. Duane Schosboek; 2. R. Evans; 3. Dale Eaton (Kaw).

Dubach tops Perris Cal Classic MX

By Terry Whytal

PERRIS, CA, OCT. 25

Yamaha rider Doug Dubach claimed the top 125cc Pro position at this the seventh race of the SMX/Yamaha California Classic.

Dubach powered his Yamaha into the lead in both motos despite intense competition from Suzuki rider Bobby Moore, Kawasaki pilot Jeff Matiasevich and Yamaha-mounted Jeff Mabery. Moore just edged his competitors for the number two slot as Mabery and Matiasevich traded third-place finishes with Mabery taking the slot as Honda rider Willy Musgrave rounded out the top five.

Dubach returned to action in the 250cc Pro class where he and Honda rider Brian Manley engaged in an old fashioned moto rumble with Manley taking the overall after a brilliant second-moto ride got him to the checkers on time to outpoint Dubach.

Mabery picked up a few more spendables with a third-place finish in the quarter-liter class just ahead of Musgrave, who also made the switch to a Yamaha for the class. Suzuki stylist Luther French rounded out the top five.

Gary Jones continued his march to the series top with another Vet Expert win over a hard charging Alan Olson. Jones put his Yamaha out front of Olson's Honda in each moto but Olson kept the battle close. Honda rider Robert Fortier showed steady improvement in his climb to third overall.

Yamaha pilot Dan Sanchez took all the marbles in the Old Timer Intermediate event. Sanchez clearly had the measure of the field as he topped both rounds despite a come-from-behind charge by runner-up John Tartaglia on a Honda. Suzuki rider Kurt Sofka placed third.

The Open Intermediate class featured an uncharacteristic shuffling of the top five places that certainly left the outcome in doubt even after the final checkers had been thrown. Finally when the dust settled and the score totalled, Yamaha rider Mark Jones was declared the winner with a 1-3 score over Honda-mounted Steve Piattoni, while second-moto winner Kenny Maddux had to settle for third overall ahead of another Yamaha rider Chris Radzinski.

Results

250 PRO: 1. Brian Manley (Hon); 2. Doug Dubach (Yam); 3. Jeff Mabery (Yam).
125 PRO: 1. Doug Dubach (Yam); 2. Bob Moore (Suz); 3. Jeff Mabery (Yam).
VET EX: 1. Gary Jones (Yam); 2. Alan Olson (Hon); 3. Robert Fortier (Hon).
VET INT: 1. Ed Wolleson (Yam); 2. Del Ocheltree (Hon); 3. Ted Metzger (Yam).
VET NOV: 1. Frank Mierau (Hon); 2. Alan Kent (Yam); 3. Reid Franke (Yam).
OT EX: 1. Steve Bussell (Yam); 2. Bengt Johansson (Hon); 3. Ron Way (Hon).
OT INT: 1. Dan Sanchez (Yam); 2. John Tartaglia (Hon); 3. Kurt Sofka (Suz).
OT NOV: 1. Richard Bealer (Yam); 2. Terry Pratt (Yam); 3. Tom Bristol (Yam).
OPEN INT: 1. Mark Jones (Yam); 2. Steve Paittoni (Hon); 3. Kenny Maddux (Yam).
250 INT: 1. Jeremy Hughes (Yam); 2. Chris Young (Yam); 3. Alan Coats (Yam).
125 INT: 1. Mike Young (Cag); 2. Chris Young (Yam); 3. Jimmy Lewis (Yam).
OPEN NOV: 1. Jack Endres (Hon); 2. Ken Faught (Yam); 3. Eric Bush (Hon).
250 NOV: 1. Ronnie Kauble (Yam); 2. Timmy Nash (Hon); 3. Ken Faught (Yam).
125 NOV: 1. Sloan Cooper (Yam); 2. Darrin Green (Kaw); 3. David Dye (Hon).
OPEN BEG: 1. Curt Grunewald (Hon); 2. Kevin McNulty (Hon); 3. Mark Grunewald (Kaw).
250 BEG: 1. John Burger (Yam); 2. David Harris (Hon); 3. Tim Ericson (Kaw).
125 BEG: 1. Alan Chiuminatta (Yam); 2. Matt Polensky (Kaw); 3. Dannon Burg (Yam).
80 INT STK: 1. Doug Dugger (Hon); 2. Mike Chamberlain (Yam); 3. Chris Raceles (Yam).
80 NOV: 1. Louie Romo (Yam); 2. Jeremy McGrath (Yam); 3. Tony Amaradio (Yam).
80 BEG: 1. Trevor Barber (Kaw); 2. Kirk Cindurachi (Yam); 3. David Russi (Yam).

Reinholt hauls at Dade City MX

By Ben Sanders

DADE CITY, FL, OCT. 25

John Reinholt captured the overall win in Dade City Raceway's $500 guaranteed Pro class purse with a 3-2 moto score, beating out moto winners Kraig Constantino and Vince DeVane. The event was run during Dade City Raceway's normal Saturday night program on the eve of the Dade City round of the Florida Gold Cup Series and featured some of the fastest local talent in Florida, including national pros DeVane and Jeff Frisz. The racing was hot and heavy all night long, as the riders ripped around the recently redesigned Dade City circuit.

As the pack shot off the line and roared into the first turn it was 16-year-old Kraig Constantino who bolted into the lead on his YZ490. Yamaha rider Keith Olerich slipped to the inside to grab second, with Suzuki mounted Jeff Frisz taking third. Frisz immediately began to pressure Olerich for second and soon squirted by with a banzai charge over the doubles. Now it was a race to see if Frisz could catch Constantino before the checkers. With each lap Constantino would use his 490's horsepower to strengthen his lead on the long back straight, only to have Frisz, on his more nimble 250, close in on him as they entered the doubles and the tighter sections of the race track.

On the last lap Frisz moved alongside Constantino. Constantino pulled away in the back section, but Frisz

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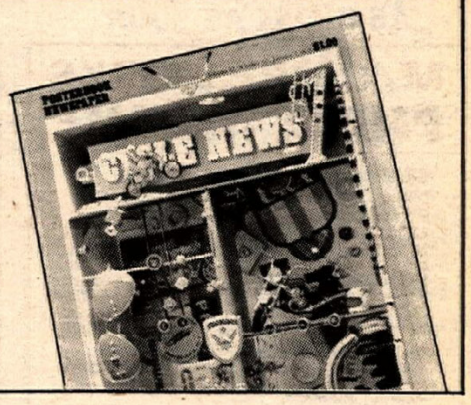

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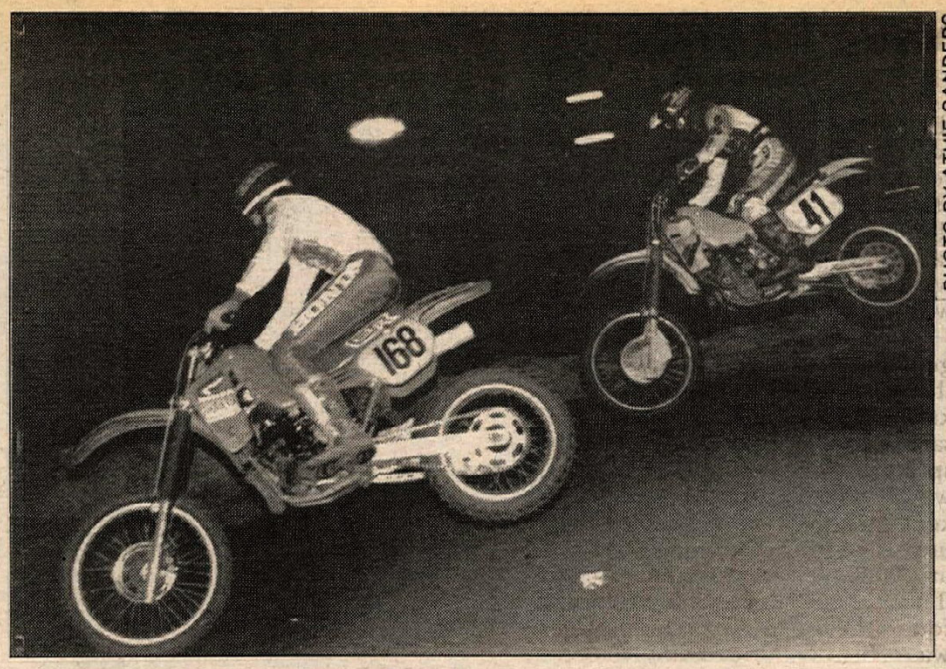

PHOTO BY ATHIE SANDERS

John McCabe (168) and Jeff Frisz (41) battle for third place in the second moto of the Pro Open Money class at Dade City Raceway.

came back through the double and they headed into the next-to-the last turn side-by-side. Constantino got on the gas a split second earlier than Frisz, giving him the win, with Frisz nipping at his heels in second. As Constantino and Frisz diced for the lead John Reinholt was busy moving up from his fifth place start into third at the checkered flag.

Moto two was lengthened to 12 laps at the last minute to offset the advantage which the open bikes held over the smaller machines off the start. When the gate did drop the start was dominated by the 250cc Honda of Reinholt. DeVane dropped into second and immediately moved to challenge Reinholt for the lead as Jon McCabe settled into third. DeVane, who had seized his bike during practice, was riding a borrowed YZ250, took the win, despite nursing a broken ankle sustained the week before.

First moto winner Kraig Constantino ran fourth early in the moto, before Frisz was able to slip by and take off after McCabe. Frisz was all over McCabe in the closing laps, but could not make his way around. Constantino finished just behind Frisz.

Results

OPEN MONEY PRO: 1. Jon Reinholt (Hon); 2. Jeff Frisz (Suz); 3. Kraig Constantino (Yam).
PEE WEE STK: 1. Ronnie Renner (Yam); 2. Jarrett Tipping (Yam); 3. Donald Leddy (Yam).
0-60 AM: 1. Edward Ray (Kaw); 2. Matt Harrell (Kaw); 3. Kenny Yoho (Kaw).
0-60 NOV: 1. Ricky Carmichael (Kaw); 2. Jarrett Tipping (Kaw); 3. Simon Sanders.
80 B: 1. Sean Smeltzer (Yam); 2. Anthony Paggio (Hon); 3. Chris Brown (Hon).
80 C: 1. Ryan McNeal (Hon); 2. Craig Eckert (Yam); 3. Glenn Campbell (Yam).
80 BEG: 1. Chris Davis (Yam); 2. Luis Rivera (Kaw); 3. B.J. Marx (Hon).
125 A: 1. Vince DeVane (Yam); 2. Harold Matthews (Yam); 3. Glenn Somerville (Hon).
125 B: 1. Chuck Sybert (Hon); 2. Anthony White (Yam); 3. Ricky Hampshire (Kaw).
125 C: 1. Kevin Jorah (Yam); 2. Bill Mallette (Hon); 3. Billy VanArsdale (Yam).
125 BEG: 1. Anthony Paggio (Yam); 2. Duane Dooley (Hon); 3. Scott Copeland (Hon).
250 B: 1. David McNeal (Kaw); 2. Todd Colbert (Hon); 3. Kenny Johnting (Hon).
250 C: 1. Keith Westbrook (Yam); 2. Mike Parker (Suz); 3. Todd Williamson (Hon).
OPEN NOV: 1. Tony DeCosmo (Hon); 2. Jeff Pingel (Kaw); 3. Keith Westbrook (Hon).
SRS: 1. Ron Renner (Yam); 2. David Brown (Yam); 3. Richard Beadle (Hon).
SS: 1. Charles Letting (Hon); 2. George Tipping (Yam); 3. Gerald Nuccio.
WOMEN: 1. Gina Perry (Hon); 2. Laurie Hampshire (Kaw); 3. Tracy Moore (Hon).

Huston hot at Hideaway MX

By Pete Keiser

NEWBURG, PA, OCT. 26

Robert Huston missed the holeshot in the first moto of the Open Expert class, but scorched a wet track to take the win in the final event of the season at Hideaway MX. Huston put his KTM into the lead just ahead of Donald Houtz. Houtz then got passed by Gregory Lykens. Lykens spent several laps in striking distance but couldn't muster a pass. In the final lap of the 20-minute moto Houtz snuck up and passed Lykens for second.

In the second moto, Huston again outsprinted the field after a lukewarm start. Houtz again took second on his Yamaha, followed by Lykens on a Kawasaki. Michael Crockers' ATK finished both motos in fourth.

Houtz pulled off a double moto victory in the 250cc Expert class, as Huston and Kenneth Messerman diced for the second and third spots. Huston was looking smooth in the first two laps, while holding second, but he lost traction and fell. Messerman got by and stayed ahead before his Suzuki also went down. A good battle ensued, but Huston stayed ahead to earn second, leaving Messerman in third.

After an entire season of intense dueling, Pierron Reasner and Jonathon Lloyd proved they still had the ability to thrill the crowd. Lloyd jumped to the holeshot in the first moto of the 60cc class. This was one of the first times Reasner wasn't into the first turn in the lead. Lloyd stayed ahead despite Reasners' hard charging.

The second moto saw Reasner return to form as he blitzed to the holeshot. Another very close race followed. This time, Reasner stayed ahead and took the victory on his PJ-1/Oury Grip/Cumberland Kawasaki. While Reasner was the season points champion for the track as well as District 6, Lloyd gave him an excellent run for his money. •

Results

50: 1. Bruce Herve (Yam); 2. Jason Crone (Hon).
60: 1. Pierron Reasner (Kaw); 2. Jonathon Lloyd (Kaw).
80 JR: 1. David Arnett (Hon); 2. Pierron Reasner (Kaw).
80 SR A: 1. Gary Shively (Hon); 2. Jeffery Yentzer (Kaw).
80 SR B: 1. Matt Deardorff (Kaw); 2. Joseph Magaro (Kaw); 3. Deron Clark (Yam).
125 A: 1. Mickey Pentoney (Kaw); 2. Brian Eichelberger (Suz); 3. Todd Harper (Hon).
125 B: 1. Chris Lykens (Kaw); 2. Daniel Wilson (Kaw); 3. Rodney Yentzer (Kaw).
125 C: 1. Mark Ensor (Hon); 2. Chuck Potts (Kaw); 3. Richard Hain (Kaw).
WOODSMAN: 1. Scott Cooney (Yam); 2. Ronald Freg (Hon); 3. Michael Witzel (Yam).
250 A: 1. Donald Houtz (Yam); 2. Robert Huston (KTM); 3. Kenneth Messerman (Suz).
250 B: 1. Dennis Harbison (Kaw); 2. Nathan Swartz (Suz); 3. Doug Poe (Kaw).
250 C: 1. Jody Newling (M-S); 2. Wayne Filas (Yam); 3. Roberto Marsico (Kaw).
OPEN A: 1. Robert Huston (KTM); 2. Donald Houtz (Yam); 3. Gregory Lykens (Kaw).
OPEN B: 1. Robert Burfield (Kaw); 2. Matthew Forman (Hon); 3. Chuck Potts (Hon).
SR A: 1. Skip Nelson (Yam); 2. Basil Skinner (Yam); 3. Jay Parry (KTM).
SR B: 1. Bob Bruman (Kaw); 2. Dave Roadermel (Kaw); 3. David Kindness (KTM).
SUP SR: 1. John Fahnestock (Hon); 2. Pierre Reasner (Kaw); 3. Gerald Winkler (KTM).

National Enduro

(Continued from page 8)

direction. I followed a little loop that went around a check, and when I reached the next reset I was way off. I started to ride back on the trail but I decided to sit there then go on. I talked to a guy about it and he knows what I did, so I really don't know what's going to happen."

Then during the last loop Russell got lost. "I thought I was following the ribbons, then the next thing I know I'm lost. Everything looks the same out there and I came up to a split section of the trail; I looked one way, I looked the other way, so I just kept going on the same trail. I figured something was wrong, so I turned around and ran into Jeff Fredette. Then we both kept going and finally found the trail." After the enduro, it was officially decided that Russell be disqualified for missing that earlier check he blew, since no other A rider did the same.

Hawkins also got lost on the last loop and ran into a few minor problems, causing him to lose time. "I certainly didn't set the woods on fire today, by no means," said Hawkins. "They got these trees out here like steel, but I really had a good time and enjoyed the race. I was more-or-less in left field all day."

Riding on minute one and avoiding most of the dust, Palenske was having a good ride after the first loop, but heading into the final gas stop located near the pits, his Honda CR250 ran out of gas. "Luckily it ran out where it did," said Palenske. "I was able to push it to my truck and put gas in it; I couldn't make it to the gas stop. It was close.

"I had a real good ride," said Palenske, "and the last loop was pretty tough. My mileage was off a little but it didn't really matter because it was so wide open. I lost 15 and 20 points at the last two checks."

"You always feel a little better when you do good," said Irwin after taking the overall win. "I didn't have too many problems, but I did get lost on the third loop. I went down this really nice trail but it was the wrong one. Some guys were coming up it and they said there were no ribbons. So I turned around and it cost me about a minute and a half, but I carried that for the last three checks.

"In the final loop, I lost 34 minutes," said Irwin, "the speed averages were so high I never even looked at my roll chart. They never let up; the trail was very, very tight and technical. You were lucky if you could maintain the average let alone make any time." •

Results

OVERALL: 1. Jeff Irwin (Hus); 2. Grant Palenske (Hon); 3. Duke Lambert (Hus); 4. Matt Collins (Hus); 5. Randy Hawkins (Hus); 6. Rob Mesecher (KTM); 7. Jeff Fredette (Kaw); 8. Brian Betty; 9. John Blythe; 10. Bill Hogland.

AA: 1. Jeff Irwin (Hus); 2. Duke Lambert (Hus); 3. Matt Collins (Hus).

OPEN A: 1. Brian Beatie; 2. Glen Martinsen; 3. Rory Davis.

250 A: 1. Grant Palenske; 2. Rob Mesecher; 3. John Blythe.

200 A: 1. Jeff Maff; 2. Marty Walden; 3. Garner Palenske.

125 A: 1. Donnie Simone; 2. Michael Smith.

4-STRK A: 1. Doug Chestnut; 2. Ken Hodges.

VET A: 1. Steve Goodwin; 2. David Wooldon; 3. Iver Rudi.

SR VET A: 1. Cliff Glidden; 2. Richard Christian; 3. Rich Guidice.

OPEN B: 1. Robert Galliett; 2. Dave Fraley; 3. Phil Douglas.

250 B: 1. Jason Ingersoll; 2. Dean Sweet; 3. Joe Carter.

200 B: 1. M. Coleman; 2. Rick Hekstrom; 3. Greg Peterson.

4-STRK B: 1. Tom Deem; 2. Steve Hay; 3. Greg Peterson.

Duke Lambert tied in points with Palenske but lost out in the tie-breaker. The Husky rider wound up third overall and second Open.

VET B: 1. Gary Steed; 2. Jim Martens; 3. Doug Christensen.

SR VET B: 1. Ron Carson; 2. Terry Adams; 3. Ted Bailey.

SUP SR VET B: 1. Richard Webster; 2. Ron Sterbenk; 3. Jim Morrison.

OPEN C: 1. Billy Waltrip; 2. Don Martin; 3. Daniel Cobb.

250 C: 1. Mike Randal; 2. Joe Simpson; 3. Mike Mansine.

200 C: 1. Jim Stewart; 2. Chris Cullins; 3. Todd Hanson.

125 C: 1. Ken Morris; 2. Kirk Young; 3. Denis VanGundy.

4-STRK C: 1. Toby Evans; 2. Pat Chase; 3. Dave Toser.

VET C: 1. Dave Little; 2. Bob Bawers; 3. Len Canrad.

SR VET C: 1. Fred Raypholtz; 2. Fredrick Gehring; 3. Jerry Groves.

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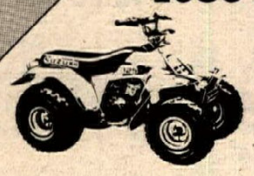
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Sun. Nov. 23 Glen Helen
Sat. Nov. 29 Perris
Sun. Nov. 30 DeAnza
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Calendar

Calendar listings are a free service for **Cycle News** readers and race promoters. All information is the responsibilty of the promoter. We suggest calling to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

World Championship Road Race Series

3/29	Japan
4/26	Spain
5/17	W. Germany
5/24	Italy
6/7	Austria
6/21	Yugoslavia
6/27	Holland
7/5	Belgium
7/19	France
8/2	England
8/9	Sweden
8/23	Czechoslovakia
8/30	San Marino
9/13	Portugal
9/27	Brazil
10/4	Argentina

AMA/AATVA National C'ship Hare and Hound Series

12/6	Rocky Point, AZ

MRAN Desert Series

12-7	Las Vegas, NV

AFM Road Race Series

11/22-23*	Rosamond, CA

*Endurance

Willow Springs Toyota/Budweiser Coke Formula USA and Kerker Superbike Series

11/22-23	Rosamond, CA

ARRA Road Race Series

12/6-7	Rosamond, CA
12/20-21	Riverside, CA

AAMRR Florida RR Series

11/30	West Palm Bch, FL

ADRA Desert Championship Series

12/6	Lukeville, AZ

Sabine Enduro Circuit Series

2/22/87	String Prairie, TX
4/5/87	Thurber, TX
4/19/87	Fort Hood, TX

PRRO Road Race Series

12/6	Phoenix, AZ
12/7	Phoenix, AZ

Florida AMA Gold Cup Championship MX Series

11/23	Gainesville, FL

Florida Trials Association Series

11/29-30	Hernando, FL
12/14	Titusville, FL
1/4	Crooms, FL
1/18	Crooms, FL
2/1	Hernando, FL
2/28	Crooms, FL
3/1	Hernando, FL
3/22	Hernando, FL
4/12	Crooms, FL

F.T.R. Championship Hare Scramble Series

11/30	Plant City, FL
12/14	Daytona, FL
1/4	Winter Haven, FL
1/18	Plant City
2/15	Titusville, FL
3/29	W. Palm Beach, FL
4/12	Lake Placid, FL
5/31	Titusville, FL

Bud Light Texas Arenacross Series

11/21	Austin, TX
12/12	Fort Worth, TX
1/16	Fort Worth, TX
2/20	Odessa, TX
3/6	San Antonio, TX

SE&TRA Championship Hare Scrambles Series

11/23	Abbeville, SC
12/7	Myrtle Beach, SC
12/14	Lenoir, NC
1/18	Perry, GA
2/1	Maxey, GA
3/22	Sumter, SC
4/5	Billingsley, AL
5/10	Chattanooga, TN
5/24	Morganton, NC

NOVEMBER						
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DECEMBER						
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28	29	30	31			

● Denotes Pro Payback

November 21

CALIFORNIA MOTOCROSS
● US Night Nat'ls. CMC. Ascot Speedway, Gardena. Info 714/261-6116.
TEXAS ARENACROSS
Bud Light TX Arenacross Series. Texas Exposition Center, Austin. Info 817/627-7483.
TEXAS MOTOCROSS
● Texas Rio Bravo, Houston. Info 713/459-1235.

Nov. 21-22

NORTH CAROLINA ARENACROSS
M & M Prod. Western NC Agriculture Center, Asheville. Info 919/342-4492.

November 22

ALABAMA MOTOCROSS
● La Fayette. Penton MX. Info 205/864-9448 or 864-9641.
CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris. Info 714/582-3482 or 582-2522
CALIFORNIA NIGHT DRAGS
Carlsbad Raceway, Carlsbad. Info 619/727-1171.
CALIFORNIA SHORT TRACK
Monterey C[illegible]irgrounds, Monterey. Info [illegible]/449-7367. CANCELLED
CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. R & R Racing. Info 813/986-4950.
FLORIDA MOTOCROSS
● Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA MOTOCROSS
Southern Supercross, Dalton. Info 404/259-3184.
MARYLAND SHORT TRACK
Indoor S.T.Timonium Fairgrounds, Timonium. BCTRA.
NEVADA MOTOCROSS
● NMA Fall Nationals. Las Vegas. Info 213/868-8112.
NORTH CAROLINA MOTOCROSS
B & B S[illegible] 8 miles east of Bridgersv[illegible] Info 919/243-4924. CANCELLED
TEXAS AMA FLAT TRACK & TT
Boyd Raceway, Boyd. Mike Kidd Promotions. Info 817/284-1766 or 433-5587.

November 23

ALABAMA MOTOCROSS
County Line Racetrack, Vance. Info 205/385-2690.
ALABAMA MOTOCROSS
Warrior MX Park, Warrior. Info 205/849-8069.
ARKANSAS MOTOCROSS
El Paso MX Park, El Paso. Info 501/362-6474.
CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead. Info 714/242-5840 or 242-7979.
CALIFORNIA FAMILY ENDURO
Great Pumpkin. FRA. Lucerne Valley. Info 714/666-0238.
CALIFORNIA MOTOCROSS
● Sandhill Ranch. Brentwood. Info 415/634-3328 or 209/524-7013.
CALIFORNIA GRAND PRIX
● Los Angeles County Raceway, Palmdale. CRC. Info 213/830-7519.
CALIFORNIA MOTOCROSS
● Central CA Fall Series. CMC. Tulare. Info 209/686-4040 or 688-3949.
CALIFORNIA MOTOCROSS
CMC. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
FLORIDA MOTOCROSS
Gateway Raceway, Pace. Info 904/623-4306.
FLORIDA MOTOCROSS
Pre-Winter Olympic Kickoff. AMA/WorldSports. Gatorback MX Park, Gainesville. Info 813/822-8929.
GEORGIA MOTOCROSS
Calhoun MX Park, Calhoun Info 404/629-7511.
GEORGIA MOTOCROSS
Riverside Supercross. Calhoun. Info 404/629-4114.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
NEVADA CLUB MEETING
Las Vegas. Las Vegas Retreads. Info 602/979-2692.
NEVADA CLUB MEETING
Las Vegas. Las Vegas Goldwings. Info 602/979-2692.
NEVADA MOTOCROSS
● NV State Championship. Las Vegas Int'l Raceway, Henderson. LVMC. Info 702/564-2677.
NORTH CAROLINA MOTOCROSS
● NC State Championship. Metrolina Speedway, Charlotte. Info 704/596-4830.
OHIO HARE SCRAMBLE
Toys for Tots. Big Valley, 3 mi south of E. Palestine. Info 216/792-6341.
OKLAHOMA MOTOCROSS
● Allen Ranch, Bixby. Info 918/428-1237.
SOUTH CAROLINA HARE SCRAMBLES
SETRA Series. Abbeville. Info 615/870-7579.
TENNESSEE HARE SCRAMBLES
Mid-South Winter Series. Clarksville. Info 615/331-1475 or 741-3651.
TEXAS MOTOCROSS
Conroe MX Park, Conroe. Info 409/273-2336.
WASHINGTON MOTOCROSS
Coyote Racing. Thurston Gray's Harbor ORV Park, McCleary. Info 206/426-8090.
WYOMING HARE SCRAMBLES
Laramie Dirt Riders. 18 mi north of Laramie. Info 307/742-4136 or 745-7793.

Nov. 26-30

FLORIDA WINTER OLYMPICS
● 15th Annual Winter Nat'l Olympics. Gatorback MX Park, Gainesville. Info 813/822-8929.

November 28

TEXAS MOTOCROSS
SMX Rio Bravo. Houston. Info 713/459-1235.

November 29

ALABAMA MOTOCROSS
● La Fayette. Penton MX. Info 205/864-9448 or 864-9641.
CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris. Info 714/582-3482 or 582-2522.
CALIFORNIA NIGHT DRAGS
Carlsbad Raceway, Carlsbad. Info 619/727-1171.
CALIFORNIA SHORT TRACK
Monterey C[illegible]irgrounds, Monterey. Info [illegible]/449-7367. CANCELLED
CALIFORNIA DUAL SPORT POKER RIDE
Barstow to Vegas. AMA/D-37. Barnes Honda/Yamaha, Barstow. Info 818/249-2141 or 353-5409.
CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. R & R Racing. Info 813/986-4950.
FLORIDA MOTOCROSS
● Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA MOTOCROSS
Southern Supercross, Dalton. Info 404/259-3184.
NEBRASKA SHORT TRACK
Kam Raceway, Hastings. Info 402/463-4717 or 462-4436.
NORTH CAROLINA MOTOCROSS
B & B Spe[illegible] 6 miles east of Bridgersvi[illegible] Info 919/243-4924. CANCELLED

TEXAS MOTOCROSS
Conroe MX, Houston. Info 409/273-2336.
TEXAS AMA FLAT TRACK & TT
Boyd Raceway, Boyd. Mike Kidd TDTA. Info 817/284-1766 or 433-5587.

Nov. 29-30

FLORIDA TRIALS
2 Day Event. Florida Trials Assn. Hernando. Info 813/533-0747 or 683-9319.

November 30

ALABAMA MOTOCROSS
County Line Racetrack, Vance Info 205/385-2690.
ALABAMA MOTOCROSS
Warrior MX, Warrior. Info 205/849-8069.
CALIFORNIA MOTOCROSS
E Street Bridge Track, Marysville. Info 916/695-2727 or 673-5710.
CALIFORNIA MOTOCROSS
● CRC, Edwards AFB. Info 714/830-7519.
CALIFORNIA MOTOCROSS
● NMA Fall Nationals. Glen Helen Raceway, San Bernardino. Info 213/868-8112.
CALIFORNIA SMX MOTOCROSS
CZ World Champ. CVRG Historic MX Challenge. DeAnza Cycle Park, Sunnymead. Info 714/662-7377.
CALIFORNIA MOTOCROSS
SRA double points. Riverside. Info 714/828-1358.
CALIFORNIA CMC MX
● Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA MOTOCROSS
White Wolf Raceway, Bakersfield. Info 805/834-0284.
CALIFORNIA MOTOCROSS
CMC MX, Perris Raceway, Perris. Info 714/582-3482 or 582-2522.
FLORIDA MOTOCROSS
Moroso Motorsports Park, W. Palm Beach. AAMRR. Info 305/793-3394
FLORIDA MOTOCROSS
Gateway Raceway, Pace. Info 904/623-4306.
FLORIDA HARE SCRAMBLES
Suncoast Trail Blazers. Plant City. FTR. Info 813/351-4056.
GEORGIA MOTOCROSS
Riverside Supercross. Calhoun. Info 404/629-4114.
GEORGIA MOTOCROSS
Thunder Creek MX. High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
● Hillbilly Hills, Roberta. Info 912/836-4400.
HAWAII GRAND PRIX
Sand Flea Grand Prix. On beach, downtown Hilo. Info 808/935-1131.
MISSOURI SUPERCROSS
Indoor. PRE. Racing. Am. Royal, Kansas City. Info 913/788-3137.
NEVADA CLUB MEETING
Las Vegas. Las Vegas Retreads.Info 602/979-2692.
NEVADA CLUB MEETING
Las Vegas. Las Vegas Goldwings. Info 602/979-2692.
OHIO HARE SCRAMBLES
Salem MC. Salem. CRA. Info 216/427-6645 or 482-2971.
OHIO HARE SCRAMBLE
Echo Hill Ski Center, Logan. AMA. Info 614/385-5555 or 385-5542.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc. Oklahoma City. Info 405/681-9492.
OKLAHOMA MOTOCROSS
● Allen Ranch, Bixby. Info 918/428-1237.
SOUTH CAROLINA HS/MX
Fall Series. Interstate MX Old Switzer Rd, Moore. Info 803/574-7930.
SOUTH CAROLINA MOTOCROSS
Hell Hole Creek MX. Leesville. Info 803/532-5778.
TENNESSEE MOTOCROSS
Jax MX Park, 8 mi east of Milan. Info 901/662-7123 or 686-0558.
TEXAS MOTOCROSS
● Rio Bravo MX Park, Houston. Info 713/458-0090.
TEXAS MOTOCROSS
● Burleson MX Park, south of Fort Worth. Info 817/295-8908, 295-1760.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 713/482-7593, 817/694-2901.
TEXAS MOTOCROSS
● Swan Motocross Raceway, Tyler. Info 214/882-4215.
VIRGINIA CROSS COUNTRY
Hayters Gap Raceway, Abingdon. Info 703/669-1000 or 944-3638.

December 5

CALIFORNIA CMC MOTOCROSS
● Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA CMC MOTOCROSS
Ascot Park, Gardena. Info 714/261-6116.
CALIFORNIA AMA SPEEDWAY
● Gold County Fairgrounds, Auburn. Info 916/448-7557.
SOUTH CAROLINA SUPERCROSS
Riverside Speedway, Greenville. Stepp Mill MX. Info 704/685-3033.
TEXAS MOTOCROSS
● Mosier Valley MX Park, Euless. Info 817/540-3813.
TEXAS MOTOCROSS
SMX Rio Bravo. Houston. Info 713/459-1235.

December 6

ARIZONA HARE & HOUND
● Nat'l Series. A.D.R.A. Lukeville. Info 602/252-1900.
ARIZONA ROAD RACE
100 Mile Endurance & Sprints. PRRO. Firebird Int'l Raceway, 6 mi south of Phoenix.
CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris. Info 714/582-3482 or 582-2522.
CALIFORNIA NIGHT DRAGS
Carlsbad Raceway, Carlsbad. Info 619/727-1171.
CALIFORNIA SHORT TRACK
Monterey C[illegible] Fairgrounds, Monterey. Info [illegible]8/449-7367. CANCELLED
CALIFORNIA ENDURO
Tecate 250k. Los Ancianos MC. Baja. Info 619/279-2498 or 755-1939.
CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. R & R Racing. Info 813/986-4950.
GEORGIA MOTOCROSS
Southern Supercross, Dalton. Info 404/259-3184.
MARYLAND SHORT TRACK
Timonium Fairgrounds, Timonium. BCTRA.
NEBRASKA SHORT TRACK
Kam Raceway, Hastings. Info 402/463-4717 or 462-4436.
NORTH CAROLINA MOTOCROSS
B & B Speed[illegible] miles east of Bridgersville. [illegible] 919/243-4924. CANCELLED
TEXAS AMA FLAT TRACK & TT
Boyd Raceway, Boyd. Mike Kidd Promotions, TDTA. Info 817/284-1766 or 433-5587.

December 6-7

CALIFORNIA ROAD RUN
Windy Lindstrom Run. Oakland MC. AMA/D-36. Oakland. Info 415/534-6222.

December 7

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info 205/477-5389 or 477-6848.
ALABAMA MOTOCROSS
Warrior MX, Warrior. Info 205/849-8069.
ALABAMA MOTOCROSS
Port City MX. Fall Series. Mobile. Info 205/660-1057.
CALIFORNIA FAMILY ENDURO
F.R.A. Yuletide Enduro. Lucerne Valley. Info 714/666-0238.
CALIFORNIA DESERT RACE
Fudpucker Racing Team. Rattlesnake Chase. Ancient Dry Lake Bed, Imperial Valley. AMA/D-38. Info 619/427-5759.
CALIFORNIA MOTOCROSS
● Perris Raceway, Perris. CRC. Info 213/830-7519.
CALIFORNIA MOTOCROSS
CMC. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA TRIAL
El Trial de Espana. Little Rock Reservoir, near Palmdale. Info 213/696-3260 or 619/789-3656.
COLORADO TRIALS
RMTA's Coup de Grace Trials. Adamic Ranch. Info 303/475-2018 or 751-1281.
CONNECTICUT ENDURO
Salmon River County Riders/New England Trail Riders Assn. Marlborough. Info 203/295-9833 or 267-9486.
FLORIDA DRAGS
● M.R.A. Orlando Speed World, Bithlo. Info 813/392-0866 or 293-5884.
FLORIDA MOTOCROSS
FL Sportsmen MX, Bunnell. Info 904/439-2100.
GEORGIA MOTOCROSS
Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
NEVADA HARE SCRAMBLES
NV State Championship. Silver City Scramblers Big/M. M.R.A.N. Las Vegas. Info 702/870-1715.
NEVADA MOTOCROSS
● Las Vegas MX Park, Las Vegas. Info 702/878-8977.
NORTH CAROLINA MOTOCROSS
● Montrose MX, Raeford. Info 919/875-3805.
SOUTH CAROLINA MOTOCROSS
Interstate MX Park, Moore. Info 803/574-7930.
SOUTH CAROLINA HARE SCRAMBLES
SETRA Series. Myrtle Beach. Info 615/870-7579.
TEXAS TRIALS
N.T.T.A. Weatherford. Info 817/249-5441.
TEXAS MOTOCROSS
Conroe MX, Conroe. Info 409/273-2336.
WASHINGTON MOTOCROSS
Coyote Racing Ent. Thurston County ORV Park, Olympia. Info 206/426-8090.

December 12

CALIFORNIA CMC MOTOCROSS
● Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA CMC MOTOCROSS
● Ascot Park, Gardena. Info 714/261-6116.
SOUTH CAROLINA SUPERCROSS
Riverside Speedway, Greenville. Stepp Mill MX. Info 704/685-3033.
TEXAS MOTOCROSS
● Mosier Valley MX Park, Euless. Info 817/540-3813.
TEXAS ARENACROSS
Bud Light TX Arenacross Series. Tarrant County Convention Center, Fort Worth. Info 817/627-7483.
TEXAS MOTOCROSS
● SMX Rio Bravo. Houston. Info 713/459-1235.

Dec. 12-13

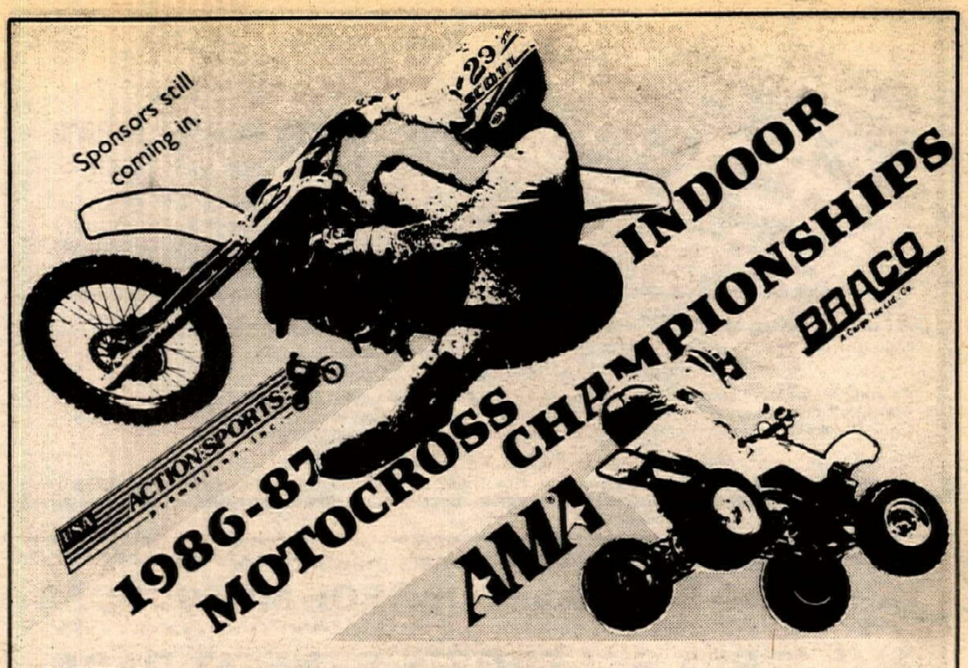
NORTH CAROLINA ARENACROSS
M & M Prod. James B Hunt Horse Arena, Raleigh. Info 919/342-4492.

December 13

CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris. Info 714/582-3482 or 582-2522.
CALIFORNIA NIGHT DRAGS
Carlsbad Raceway, Carlsbad. Info 619/727-1171.
CALIFORNIA KIDURO
CRC. Lucerne Valley, Anderson Dry Lake. Info 714/689-6114.
CALIFORNIA SHORT TRACK
Monterey C[illegible] Fairgrounds, Monterey. Info [illegible]8/449-7367. CANCELLED
CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
FLORIDA MOTOCROSS
FMC Supercross. Ocala Speedway, Ocala. Info 904/629-2962.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. R & R Racing. Info 813/986-4950.
GEORGIA MOTOCROSS
Southern Supercross, Dalton. Info 404/259-3184.
NEBRASKA SHORT TRACK
Kam Raceway, Hastings. Info 402/463-4717 or 462-4436.
NORTH CAROLINA MOTOCROSS
B & B Speed[illegible] 8 miles east of Bridgersville. [illegible] 919/243-4924. CANCELLED
OHIO 1/4 MILE OVAL & TT
Deerfield Speedway, Deerfield. Sideways Promotions. Info 216/584-8668.
OHIO MOTOCROSS
● Fairgrounds Coliseum, Columbus. Info 614/431-3670.
PENNSYLVANIA PET FOOD RUN
Rider MC Touring Club of PA. Phila. Chapter. Ritz, Phila. Info 215/763-1143.
TEXAS AMA FLAT TRACK & TT
Boyd Raceway, Boyd. Mike Kidd Promotions, TDTA. Info 817/284-1766 or 433-5587.

December 14

ALABAMA MOTOCROSS
County Line Racetrack, Vance. Info 205/385-2690.
ALABAMA MOTOCROSS
Gary's Warrior MX, Birmingham. Info 205/849-8069.
CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead. DeAnza Cycle Club. Info 714/242-5840 or 653-6110.
CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris. Info 714/582-3482 or 582-2522.
CALIFORNIA CMC MX
● Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA CMC MOTOCROSS
● Sunrise Valley Cycle Park, Adelanto. Info 619/245-7339.
CALIFORNIA HARE SCRAMBLES
10th Annual Cowpuncher. AMA/D-36. Hollister Hills OHV Park, Hollister. Info 415/846-4710.
CALIFORNIA TOY RUN
St. Lukes Toy Run. Oakland MC. Oakland. Info 415/534-6222.
CALIFORNIA MOTOCROSS
● L.A. County Raceway, Palmdale. CRC. Info 213/830-7519.
CALIFORNIA HARE SCRAMBLES
Dirt Diggers MC. AMA/D-37. Fremont Valley. Info 714/895-2030.
CALIFORNIA MOTOCROSS
E Street Bridge Track, Marysville. Info 916/695-2727 or 673-5710.
CALIFORNIA ENDURO
Santa Claus Enduro. CRC. Anderson Dry Lake, Lucerne Valley. Info 714/689-6114.
CALIFORNIA GRAND PRIX
DCR. Glen Helen Raceway, Devore. Info 714/371-6333.
CALIFORNIA MX MULTI NAT'LS
CMC. 4-Stroke Nat'l, Vet Nat'l, Womens Nat'l & Side Car Nat'l. Barona Oaks Raceway, Ramona. Info 714/261-6116.
FLORIDA HARE SCRAMBLES
Daytona Dirt Riders. Daytona. FTR. Info 813/351-4056.
FLORIDA MOTOCROSS
Gateway Raceway, Pace. Info 904/623-4306.
FLORIDA TRIALS
FL Trials Assn. Titusville. Info 813/533-0747 or 683-9319.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
KENTUCKY HARE SCRAMBLE
Pendleton Co. MC Park, Gardnersville. Info 606/472-3442.
NEVADA CLUB MEETING
Las Vegas. Las Vegas Retreads. Info 602/979-2692.
NEVADA CLUB MEETING
Las Vegas. Las Vegas Goldwings. Info 602/979-2692.
NEVADA MOTOCROSS
● Santa Claus MX. Las Vegas MX Park, Las Vegas. Info 702/878-8977.
NORTH CAROLINA HARE SCRAMBLES
SETRA Series. Wilks County HS. Lenoir. Info 615/870-7579.
OHIO HARE SCRAMBLE
Fall Series. Gran Prix Raceway, Canal Fulton. CRA. Info 216/239-1598.
OKLAHOMA MOTOCROSS
Allen Ranch, Bixby. Info 918/428-1237.



ROUND 1: Columbus, Ohio/Fairgrounds Coliseum/I-71 to 17th Avenue N., Exit 3. SATURDAY, December 13th Motorcycles/SUNDAY, December 14th ATVs, Procycles and Superminis. RACE HEADQUARTERS: Cross Country Inn, Sinclair Road off I-71/614-431-3670

ROUND 2: Huntington, West Virginia/Civic Center/8th Street & 3rd Avenue, 5th Street Exit off I-64 & follow signs. SATURDAY, January 17th Motorcycles/SUNDAY, January 18th ATVs, Procycles and Superminis. RACE HEADQUARTERS: Holiday Inn University/304-525-7741

RACE SCHEDULE (BOTH EVENT LOCATIONS): FRIDAY: Early Registration & Practice/6pm to 9pm/at Arenas. SATURDAY: Registration 8am/Practice 9am/Expert Practice 4 pm/Race at 8 pm. SUNDAY: Registration 8am/Practice 9am/Experts & Superminis at Noon/Race at 2pm

BOTH EVENT LOCATIONS WILL HAVE INDOOR PITS!!

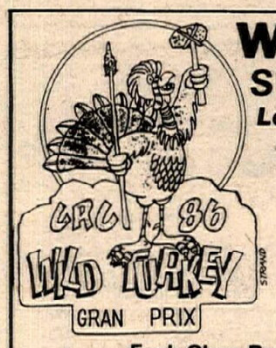
PRE-ENTRY FORM (specify date & class entering/copy this form as needed)

EXPERT CLASSES: 1st/$400 2nd/$300 3rd/$200 4th/$150 5th/$100 6th/$50 7th/$50
SUNDAY EXPERT CLASSES PAY 100% PAYBACK
AWARDS TO 7 PLACES IN YOUTH, AMATEUR & ATV CLASSES

	Dec. 13	Jan. 17		Dec. 14	Jan. 18
Pee Wee Stock	☐	☐	0 - 60cc, 3 & 4 wh	☐	☐
0 - 65cc, 7 - 11	☐	☐	0 - 85cc, 3 & 4 wh	☐	☐
0-85cc, 7-11 Jr. Mini	☐	☐	0 - Open, 4 st Amateur 3 wh	☐	☐
0-85cc, 12-15 Sr. Mini	☐	☐	0 - Open, 2 st Amateur 3 wh	☐	☐
125cc, B	☐	☐	0 - Open, 4 st Amateur 4 wh	☐	☐
125cc, C	☐	☐	0 - Open, 2 st Amateur 4 wh	☐	☐
250cc, B	☐	☐	0 - Open, Expert 3 wh	☐	☐
250cc, C	☐	☐	0 - Open, Expert 4 wh	☐	☐
Open B/C	☐	☐	Motorcycle 125 Expert	☐	☐
Senior	☐	☐	Motorcycle 250 Expert	☐	☐
125 Pro	☐	☐	Supermini Motorcycle	☐	☐
250/Open Pro	☐	☐			

Name _____ Birthdate (for classes where age is specified) _____
Address _____ City _____
State _____ Zip _____ Phone (___) _____
Bike Brand _____ Riding Number 1st Choice _____ 2nd Choice _____
(riding numbers assigned based on postmarks)

ENTRY FEE: Amateur Class/$25.00 per class, per event (trophies). Expert Class/$30.00 per class, per event (purse). Mechanics Pass/$10.00 each (includes admission ticket). POST ENTRY: $5.00 additional per class, per event. PRE-ENTRY DEADLINE: Ten days prior to each event. SEND ENTRY FORM & CASHIER'S CHECK OR MONEY ORDER ONLY TO: Action Sports, c/o Drew Wolfe, P.O. Box 135, Nelsonville, Ohio 45764. INFORMATION: (614) 753-2169.



WILD TURKEY GRAN PRIX
SUNDAY, NOVEMBER 23, 1986
Los Angeles County Raceway ● Palmdale, California
All new track including Open Desert, MX Track, Blacktop.
DON'T MISS IT! ● Membership Not Required ● MX-GP-ATV POINTS
Doublecross, AMA, SRA, Desert Buicks, CMC, District 37, NMA - WELCOME

8:00 a.m.	Parade Lap	12:30	Parade Lap
8:30	All Mini	1:00	3-Wheelers
9:30	Quads & ODY	2:00	All Nov.
10:30	Pros & Int.	3:00	All Beg.
11:30	CRC Vets (+30, +40)	4:00	Team Race

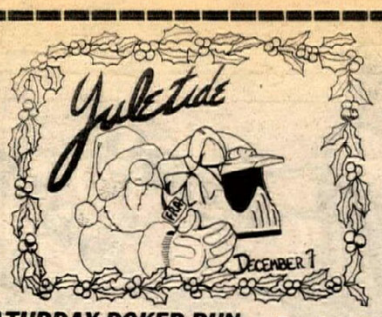
Each Class Race 45 Minutes ● 20% Trophies ● Superb Finisher Pins
CASH TO PROS ● No post entry penalty for 2nd class entered.
MAIL ENTRY: $20, Non-Member $25 ● POST ENTRY: $25, Non-Member $30
1987 CRC Membership Available
Mail entries and two (2) legal size self-addressed envelopes (SASE) to:
CALIFORNIA RACING CLUB, 24518 Island, Carson, CA 90745
INFO: (213) 830-7519

AFM Road Race Schedule
Nov. 22/23 — Willow Springs
13423 Stanstead Norwalk, CA 90650
(213) 864-0704
(415) 327-0908 North Chapter

NEXT RACE: NOV. 22-23
TOYOTA BUDWEISER Coca-Cola
FORMULA USA
UNLIMITED MOTORCYCLE GRAN PRIX
Willow Springs International Raceway, CA

SRA California Schedule
Nov. 30 — RIVERSIDE G.P.
(Double SRA Points)
Jan. 25 — NEW YEAR'S G.P.
(De Anza Cycle Park)
(714) 828-1358

CRC CALIFORNIA RACE SCHEDULE
ATV Classes At All Events
Nov. 23 — WILD TURKEY GP, L.A. County Raceway
Dec. 7 — MOTOCROSS, Perris Raceway
Nov. 30 — MOTOCROSS, Edwards A.F.B.
Dec. 14 — MOTOCROSS, L.A. County Raceway
(213) 830-7519
1987 Licenses Available



Family Racing Assn. Proudly Presents:

The Yuletide December Family Enduro

DEC. 7 ● LUCERNE VALLEY, CA

20% Trophies ● FRA Points
2 Loops ● 70 Miles ● 8 a.m. Start

ATV's Welcome ● Silencers Required
Green Stickers Advised
Super Trophies! Super Finisher Pins!

SATURDAY POKER RUN — Fun, Easy Course, approximately 10 Miles. ● 2 p.m. Start ● $5.00 Entry
Mail Entry $21 ● Post Entry $23 ● Non-Members add $3.00 ● Special Family Discount (Call)
Beginners $17 — One Loop, No Trophies.

Contingencies By: Duralube, O'Neal U.S.A., I.C.O. Pro Performance, Answer Products, MalcolmSmith, Magnum Motorcycle Products By Progressive Suspension, Torco, Banzai Brothers, Sport Tracks Co., Richter Performance Systems, and Scott — Official Goggles of FRA

Mail entries and 2 legal, self-addressed stamped envelopes to: **FAMILY RACING ASSN.** P.O. Box 1007, Yorba Linda, CA 92686/**(714) 666-0238**

Under New Management

TEXAS RIO BRAVO and CONROE MOTOCROSS

Present Our First

MULTIPLE SCLEROSIS BENEFIT RACE

Total Of Four Moto's

2 at Conroe MX *Sat. Nov. 29* ● 2 at Texas Rio Bravo *Sun. Nov. 30*

Oversized & Different Than Ever Before Plaques.
1st - 3rd get Oversized Plaques. All riders get participation plaques.
Special presentation for plaques at end of Nov. 30 Races.
SPECTATORS $3.00 ● RACERS $15.00

AMA SANCTIONED AATVA PEPSI-COLA **Humble Kawasaki**

Trail Rider of Houston will participate in raising our goal of $10,000 for Multiple Sclerosis.

INFO: **(409) 273-2336** Conroe
(713) 459-1235 Texas Rio Bravo

Your Participation Is Appreciated — Thank You

CYCLE NEWS **Weekly news, not monthly history**

2nd Annual Winternationals

Pro Am Indoor Short Track

AMA

250cc & 500cc Motorcycles

$500 Guaranteed Purse Plus 50% Of Sign Up

Plus TQ Midgets — Go Karts — Quad Racers

Sunday, December 7

Memorial Coliseum
Ft. Wayne, IN
4000 Parnell Ave. — Just Off U.S. 30 Bypass

- Pit Gate Opens Sunday 7:00AM
- Practice 9:00AM
- Racing Starts 12:30PM

Pre-registration & Free Beer Blast For Racers & Crew, Downstairs, Saturday Night 7:00-10:00PM. Ft. Wayne Comets Hockey Team Playing Upstairs starting 8:00PM

Entry Fee: $10.00 — Pit Pass $12.00
Gen. Adm.: $10.00 Adults 16 & Up,
$4.00 Kids 12-15 years,
$3.00 Kids 9-11 yrs.
$1.00 Kids 6-8 yrs.
Under 6 yrs. free.

Information: **(513) 492-9705**

ERIC JENSEN'S
ERIC'S MOTORCYCLE CO.

1986 MODELS IN STOCK!
Still some '85s left at unreal prices.

Ask about our special set-up and clothing packages to go with your new purchase.

Husqvarna

(818) 449-ERIC
1361 E. Walnut St., Pasadena, CA 91106

KTM MX STAR MOTORCYCLES
ERIC'S MOTORCYCLE CO.

STREET & COMPETITION CYCLE
Racing Distributor
DENSO
FERODO DISC BRAKE PADS EARL'S PERFORMANCE PRODUCTS
Steel Braided Lines And Oil Coolers
518/272-5487
10 - 6 Mon. - Thurs.
Dealer Inquiries Invited

CYCLE NEWS
READERS
the first to know!

GRAN PRIX DOUBLE CROSS So. Cal.

DOUBLE CROSS RACING

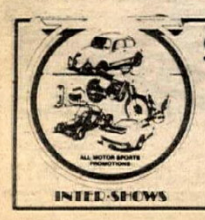
● **SUN. DEC. 14**
Glen Helen Raceway
Devore, CA

INFO: (714) 371-6333

CMC **Race With The Best**

Every SUN. Carlsbad Raceway
2nd & 4th SUN. Sunrise Cycle Park
Dec. 14 SUN. MX Multi Natls. Barona Oaks, Ramona, CA

CA (714) 261-6116



SWAPMEET
MOTORCYCLE
DEC. 5
O.C. Fairgrounds, CA
(714) 364-2542

NMA NATIONAL MOTOSPORT ASSOCIATION
MINICYCLE MOTORCYCLE MOTOCROSS

NATIONAL & REGION ACTIVITIES
SANCTIONS — MEMBERSHIPS
CONTACT NMA
P.O. BOX 46
NORWALK, CA 90650
(213) 868-8112

OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc. Oklahoma City. Info 405/681-9492.
SOUTH CAROLINA MOTOCROSS
Hell Hole Creek MX, Leesville. AMA/D-29 Fall Series. Info 803/532-5778.
TENNESSEE HARE SCRAMBLES
Mid South Winter Series. Livingston. 615/823-4358.
TEXAS MOTOCROSS
Rio Vista. Info 817/373-2753.
TEXAS MOTOCROSS
● Rio Bravo MX Park, Houston. Info 713/458-0090.
TEXAS MOTOCROSS
● Burleson MX Park, south of Ft. Worth. Info 817/295-8908 or 295-1760.
WASHINGTON MOTOCROSS
Coyote Racing Ent. Thurston ORV Park, Olympia. Info 206/426-8090.

December 19

CALIFORNIA CMC MOTOCROSS
● Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA CMC MOTOCROSS
● Ascot Park, Gardena. Info 714/261-6116.
SOUTH CAROLINA SUPERCROSS
Riverside Speedway, Greenville. Stepp Mill MX. Info 704/685-3033.
TEXAS MOTOCROSS
● Mosier Valley MX Park, Euless. Info 817/540-3813.
TEXAS MOTOCROSS
● SMX Rio Bravo, Houston. Info 713/459-1235.

December 20

ALABAMA MOTOCROSS
Ashland/Talladega. Coleta Valley MX. Info 205/354-4586 or 354-2805.
CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris. Info 714/582-3482 or 582-2522.
CALIFORNIA NIGHT DRAGS
Carlsbad Raceway, Carlsbad. Info 619/727-1171.
CALIFORNIA SHORT TRACK
Monterey Co[illegible] CANCELLED [illegible]grounds, Monterey. Info [illegible]449-7367.
CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. R & R Racing. Info 813/986-4950.
GEORGIA MOTOCROSS
Southern Supercross, Dalton. Info 404/259-3184.
NEBRASKA SHORT TRACK
Kam Raceway, Hastings. Info 402/463-4717 or 462-4436.
NORTH CAROLINA MOTOCROSS
B & B Spee[illegible] CANCELLED [illegible] miles east of Bridgersville. [illegible] 919/243-4924.
TEXAS AMA FLAT TRACK & TT
Boyd Raceway, Boyd. Mike Kidd Promotions, TDTA. Info 817/284-1766 or 433-5587.

December 21

ALABAMA MOTOCROSS
● Ft. Rucker, Flying Wheels MX Club. Info 205/598-4527 or 598-2927.
ALABAMA MOTOCROSS
County Line Raceway, Vance. Info 205/477-5389.
CALIFORNIA GRAND PRIX
● CRC, Glen Helen Raceway, San Bernardino. Info213/830-7519.
CALIFORNIA DESERT RACE
Reindeer Romp. ARA, Barstow. Info 714/925-8608.
CALIFORNIA ROAD RACE
ARRA. Riverside Raceway, Riverside. Info 805/966-5700.
FLORIDA MOTOCROSS
Bunnell. FL Sportsmen MX. Info 904/439-2100.
GEORGIA MOTOCROSS
Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
Thunder Creek MX. High Falls. Info 912/994-6630.
NEVADA CLUB MEETING
Las Vegas. Las Vegas Retreads. Info 602/979-2692.
NEVADA CLUB MEETING
Las Vegas. Las Vegas Goldwings. Info 602/979-2692.
NORTH CAROLINA HARE SCRAMBLES
Taylorsville. Cycleland, Inc. Info 704/632-3301.
OHIO HARE SCRAMBLES
Gran Prix Raceway, Canal Fulton. CRA. Info 216/682-9231 or 239-1598.
SOUTH CAROLINA MOTOCROSS
Interstate MX Park, Moore. Info 803/574-7930.
TEXAS MOTOCROSS
● Mosier Valley MX Park, Euless. Info 817/540-3813.
TEXAS MOTOCROSS
Conroe MX Park, Conroe. Info 409/273-2336.

December 28

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info 205/477-5389 or 477-6848.
ALABAMA MOTOCROSS
Gary's Warrior MX, Birmingham. Info 205/849-8069.
CALIFORNIA CMC MOTOCROSS
● Sunrise Valley Cycle Park, Adelanto. Info 619/245-7339.
CALIFORNIA MOTOCROSS
● CRC, L.A.C.R. Palmdale. Info 213/830-7519.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
OHIO HARE SCRAMBLES
CRA Fall Series. Gran Prix Raceway, Canal Fulton. Info 216/682-9231 or 239-1598.
OKLAHOMA MOTOCROSS
● Allen Ranch MX, Bixby. Info 918/428-1237.
OKLAHOMA MOTOCROSS
Motorcycle Raceways. Oklahoma City. Info 405/681-9492.
TEXAS MOTOCROSS
● Texas Rio Bravo, Houston. Info 713/459-1235.

Too Late To Classify

November 23

IDAHO MOTOCROSS
Owyhee MC. Boise. Info 208/336-9020.

Nov. 28-29

IDAHO SHORT TRACK
Indoor S.T. Owyhee MC. Happy Heart Arena, Kuna. Info 208/336-9929 or 888-7357.

December 6

CALIFORNIA TRIALS
Observed trials. AMA/D-37. Little Rock Dam area, Angeles Nat'l Forest. Pear Blossom. Info 213/677-2300.

December 7

CALIFORNIA S.T./SCRAMBLES
Rocky Hill Speedway, Porterville. Info 209/562-3822.

DELAWARE HARE SCRAMBLES
Delaware Enduro Riders. Scotten Farm, Newark. Info 302/834-4411.

December 14

GEORGIA MOTOCROSS
Echeconnee MX, Macon. Info 912/788-8227.

December 20

GEORGIA MOTOCROSS
So. GA MX Assn. Valdosta. Info 912/244-6050 or 559-6080.

IDAHO SHORT TRACK
Indoor. Owyhee MC. Kuna. Info 208/336-9929 or 888-7357.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone number (with area code) for more information: _____

Your name: _____

RESULTS

Motocross
Gary's Warrior MX
Warrior, AL
Nov. 2
By Melanie Nobles

JR CYC
Damien Brown Kaw
Joshua Nichols Kaw
Shane Posey Kaw
JR MINI
Scott Allums Kaw
Damien Brown Kaw
Dennis Damico Kaw
SR MINI
Kevin Pike Kaw
Kevin Billings Kaw
Frankie Williams Kaw
125 B
Cary Morris Hon
Scott Cooper Hon
Nicky Pinegar Kaw
125 C
Joey Hargrove Kaw
Sean Weaver Kaw
Marty Goree Hon
125 A
Darryl Ahonen Kaw
Jimmy Sims Hon
125 B
Joey Siragusa Yam
Terry Clark Hon
Tyler Kyle Hon
250 C
Jerry Nelson Hon
Terry Parham Kaw
Jeff Dawkins Hon
OPEN B
Tim Hawkins Hon
OPEN A
Darryl Ahonen Kaw
Mark Holt Kaw
Benny DeVaney Hon
'84 & OLDER
Joey Siragusa Yam
Mike Higuira Hon
Jeff Wood Yam
ENDURO
MArk Studdard Hon
Shane Petty Kaw
SR MEN
James Barton Hon
Eugene Goode Hon
D. Leatherwood Yam

Motocross
Final Point Standings
No. Alabama MX
Assoc. Outlaw Series
Birmingham, AL
Nov. 2

JR CYC
Scott Allums 325
Joshua Nichols 292
Matt Neal 172
SR MINI
Kevin Pike 306
Dale Ulrich 297
Heath Scott 284
125 A
Jimmy Sims 253
Darryl Ahonen 188
125 B
Cary Morris 309
Nicky Pinegar 270
Mike Henn 226
125 C
Sean Weaver 323
Joey Hargrove 323
Marty Goree 214
Jimmy Stovall 204
OPEN
Carlos Vasquez 169
Ray West 136
Philip Hooie 110
OPEN A
Benny DeVancy 235
Darryl Ahonen 197
250 B
Terry Clark 311
Keith Foster 230
250 C
Jerry Nelson 299
Hubert Hardeman 234
Carlton Pody 191
'84 & OLDER
Kevin Dollar 337
Randy Price 274
Wayne Mitchell 213
ENDURO
Mark Studdard 258
SR MEN
James Barton 294
Robert Pinegar 282
D. Leatherwood 168

Short Track
Murray, Ky
Oct. 3
By Karen Lewis

AUTO
Josh Clay Yam
Jon McGregor Yam
Austin Dunbar Yam
YTH
Chad Weldon Hon
John Arnold Hon
Dan O'Leary Hon
200 AM
Bobby Griggs Hon
Mike Joiner Hon
Brad Conner Hon
200
Jay Hannah Hon
Craig Gilland Hon
Ben Edwards Hon
OPEN AM
J.D. Ingram Kaw
Scott Denton Yam
Jody Dick Hon
OPEN
Rex Rutter Hon
David Warren Yam
Ben McIntosh Kaw

Dirt Track
Final Point Standings
TDTA/District 41
Irving, TX
Nov. 12
By Margaret Orr

OVERALL
50
Billy Kennedy 692
Jason Tyer 487
Trey Glasco 144
60
Trey Glasco 512
Philip Thompson 241
Billy Kennedy 224
Joe Gilbert, Jr 97
80
Derick Whitener 236
Clayton Hull 196
Tim Kay 55
Neil Firm 44
Mike Weedin 13
125
Derick Whitener 295
Mike Weedin 113
Clayton Hull 92
250 BEG
Brian Fleck 112
250 AM
Bobby Shaw 676
James Harris 529
Mike Weedin 358
Charis Reddick 176
Brian Fleck 140
OVER 30
Kirk Tyer 392
Harry Rardin 239
OPEN AM
Jack Surber 576
Darin Butler 458
Tim Sanderson 396
James Harris 347
Kirk Tyer 301
OPEN EX
Gary Kidd 576
Mike Hale 529
Shane Jolly 269
James Harris 226
Alan Powers 221
FLAT TRACK
50
Billy Kennedy 352
Jason Tyer 269
Trey Glasco 68
60
Trey Glasco 274
Billy Kennedy 140
Philip Thompson 121
Joe Gilbert Jr 53
80
Clayton Hull 96
Derrick Whitener 48
Mike Weedin 13
125
Derrick Whitener 284
Mike Weedin 113
Clayton Hull 72
250 BEG
Brian Fleck 112
250 AM
Mike Weedin 340
Bobby Shaw 332
James Harris 239
Chris Reddick 176
Derrick Whitener 76
OPEN AM
Tim Sanderson 358
Jack Surber 322
Darin Butler 258
James Harris 113
Steve Miller 84
OPEN EX
Mike Hale 332
Gary Kidd 249
Shane Jolly 131
Alan Powers 128
Trace Polson 126
TT
50
Billy Kennedy 340
Jason Tyer 218
Trey Glasco 76
60
Trey Glasco 238
Philip Thompson 120
Billy Kenndey 84
Joe Gilbert Jr 44
80
Derick Whitener 188
Clayton Hull 100
Tim Kay 55
Neil Firm 44
125
Clayton Hull 20
Derick Whitener 11
250
Bobby Shaw 344
James Harris 290
Brian Fleck 107
Mike Weedin 18
OVER 30
Kirk Tyer 392
Harry Rardin 239
OPEN AM
Kirk Tyer 301
Jack Surber 254
Darin Butler 200
David Thompson 155
James Harris 134
OPEN EX
Gary Kidd 327
Mike Hale 197
Shane Jolly 138
James Harris 119
Alan Powers 93

Motocross
Elizabeth City MX
Elizabeth City, NC
Oct. 19
By Caryl Pigg

SUP SR
Buddy Holland Yam
Mike LoPicolo Hon
George Murray Jr Hon
250 C
George Murray Jr Hon
Dewight Fraser Hon
Robert Kemp Hon
125 C
John Winslow Jr Hon
Derek Kutcher Suz
John Dively Hon
250 A
Mike Harris Kaw
Darrell Davenport Suz
Sonny Mitchell Hon
SR
Sonny Mitchell Hon
Buddy Holland Yam
A.C. Bruce Yam
JR MINI
Ben Ricks Kaw
Tres Bruce Yam
Shawn Quillen Yam
OPEN A
Mike Harris Kaw
A.C. Bruce Yam
Rick Saunders Hon
OPEN B
Wayne Boyd Hus
Robert Wilt Hon
250 B
John Parks Yam
Chris Denby Hon
Forrest White Hon
80 SR MINI
Pete Payne Hon
Mike Martin Kaw
C. Higgenbothan Hon
125 B
Casey Martin Kaw
Pete Payne Hon
Robert Moore Hon
125 A
Doug Solether Yam
Scott Holleman Kaw
Trey Wilkinson Hon
60
Ben Ricks Kaw
B. Higgenbothan Hon
Shawn Quillen Kaw
50
Joshua Munden Hon
Kristopher Hart Suz

Motocross
Gary's Warrior MX
Warrior, AL
Nov. 9
By Melanie Nobles

JR CYC
Damien Brown Kaw
Joshua Nichols Kaw
Matt Neal Kaw
SR MINI B
Dale Ulrich Kaw
Bubba Bruce Yam
SR MINI C
J. Hartsfield Kaw
Ricky Allen Kaw
Chris Boyd Kaw
125 B
David Armstrong Yam
Kevin Dollar Kaw
Lonnie Brown Kaw
125 C
Jason Dunlap Hon
Ken Helms Hon
Scott Varden Yam
250 B
Brian Robertson Hon
Pete Works Hon
Murray Fail Yam
ENDURO
Jeff Gibbs Kaw
Robert McCoy Kaw
'84 & OLDER
Mark Holt Kaw
Brian Robertson Hon
Randy Fraser Yam
MONEY RUN
Mark Holt Kaw
Pete Works Hon
David Armstrong Yam

Motocross
SME
Dillwyn, VA
Oct. 26
By Caryl Pigg

SR
Walter Schultz Yam
Buddy Holland Yam
SUP SR
Buddy Holland Yam
Dave Clark Mai
JR MINI
Ben Ricks Yam
Shawn Quillen Kaw
Jake Hines Kaw
PEE WEE
Shawn Mayes
B. Higgenbothan Hon
Shawn Quillen Kaw
SR MINI
Pete Payne Hon
John Winslow Hon
Mike Martin Kaw
125 A
Troy Barth Hon
James Ogles Kaw
OPEN A
Ralph Reynolds Hon
Henry Michel Kaw
Ricky Price Kaw
125 B
Casey Martin Kaw
Pete Payne Hon
Bryan Wentz Hon
250 B
Michael Henry Suz
Donny Douglas Hon
Alvin Guy Hon
OPEN B
Timmy Long Hon
George Murray Jr Hon
125 C
Greg Reynolds Suz
Derek Kutcher Suz
Mark Mantooth Hon
250 C
George Murray Jr Hon
Joel Walker Hon
Tim Mantooth Yam

Hare Scrambles
Pine Grove, PA
Nov. 2

MINI (8-12)
Aaron Kopp
Brad Barr
Robert Lewars
MINI (13-15)
Bill Adamski
Christian Frey
Alex Blackwell
PP
Debra Koch
Kathy Gurski
125 AM
Chris Brynildsen
Michael Keating
Dennis Shultz
200 AM
Doug Osenbach
Wayne Bates
Graig Shenigo
250 AM
William Sohosky Jr
David Mealing
Eric Koeller
OPEN AM
Ronnie Utt
Allen Frei
Richard Moyer
SR AM
Robert Hayes
James Manzick
Allen Senfi
SR EX
Edward Kopp
Stephen Prenholm
200 EX
John Weigele
Clarence Wolfe
Brian Hickman
250 EX
Gary Dunkleberger
Scott Chapkovict
Danny Nenstiel
OPEN EX
Ed Varhehy
Philip Carlin
Dave Risser

Trophy Pickup

100's M.C. Trophies will be available at D-37 Desert Races (not B to V) starting Nov. 9, 1986 (So.Cal. H & H) (145-05)

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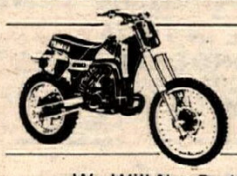
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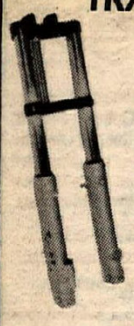

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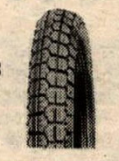

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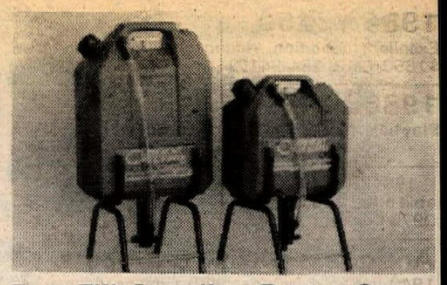

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Course fee includes leathers, helmet, boots, gloves and Kerker equipped Kawasaki 600 Ninjas. Riding seminar by Keith Code and 40 miles on the track. November 8, Sears Advanced School with Don Greene, November 21, Laguna Seca. PO Box 3743, Manhattan Beach, CA 90266. (213) 484-9323. ADVANCED RESERVATIONS REQUIRED. (238/TFN/EOI)

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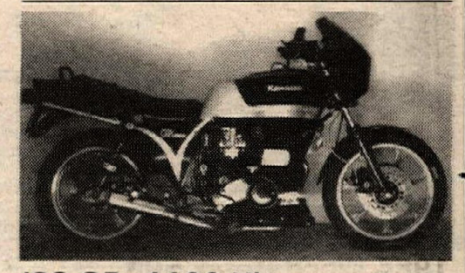

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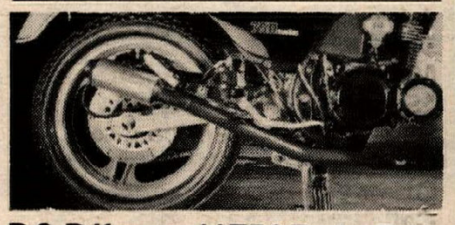

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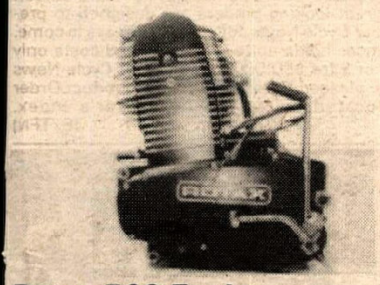

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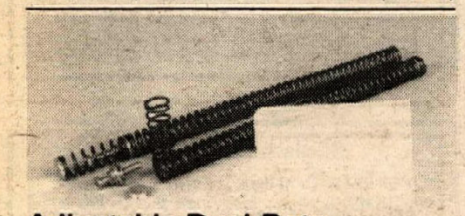

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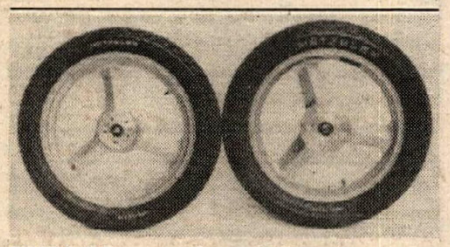

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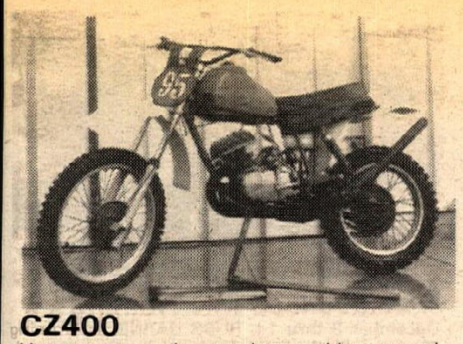

CZ400
Very strong running, good top and bottom ends, ported, Motoplat ignition and desert suspension. $350. Call Jaren (714) 536-7882, (714) 863-1181. (345-47)

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Well maintained Enduro bike with extras. $1875. Call (714) 998-0104 Anaheim area. (145-46)

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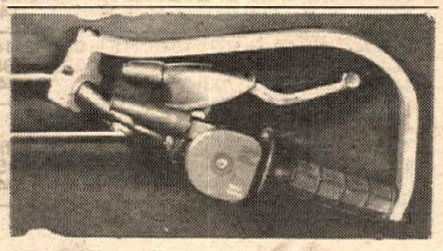
Rotax 500, Boss frame, ST & TT. Rotax 600, Knight frame. Yamaha TT500, Viper frame. We quit! Everything has to go, lots of extras. Will deliver. Call Mark or Darrin (806) 745-5737 days, (806) 794-6923 evenings. (145-46)



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That's how the professionals at Dirt Bike magazine rate Brush-gards, ranking them above the high priced competition. Brush-gards feature heat treated aluminum components, lightweight construction, and a narrow, competition oriented profile. All fasteners accept a single Allen key (included). $39.95. Or choose our integrated system of aluminum Brush-gards and plastic deflectors. Great when the going gets cold or wet. Team colors. $54.95. At your dealer or direct. ENDURO ENGINEERING,INC, 3635 Hillside Road, Ypsilanti, Michigan 48197. (313) 434-0550. (145-48)

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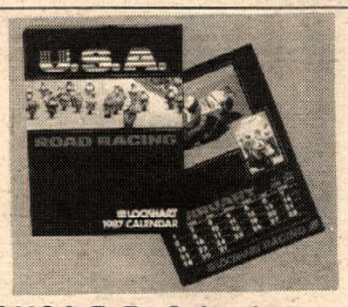

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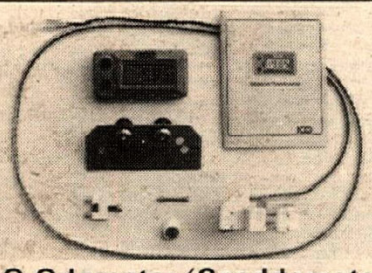

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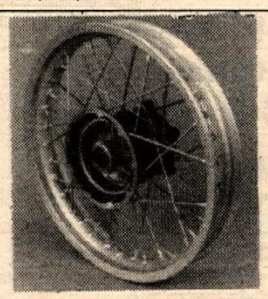

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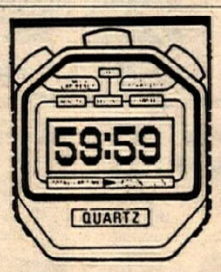

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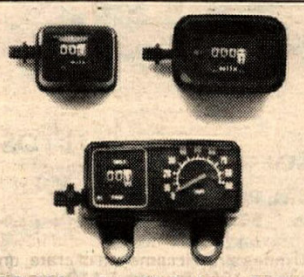

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